E. F. TAYLOR,
Stevedore.

Lighters and Steam Launches Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & CO., LIMITED, *General Managers.*

NEW SERIES No. 1755. 光緒二十六年十二月二十八日 SATURDAY, FEBRUARY 16, 1901. 禮拜六 一千九百一年二月十六號 香港 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,130,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900. [11

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,000,000
Silver Reserve .....$ 3,000,000 }
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.
The Hon. R. M. Gray. | R. L. Richardson, Esq.
A. Haupt, Esq. | P. Sachse, Esq.
D. M. Moses, Esq. | H. W. Slade, Esq.
A. J. Raymond, Esq. | Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 16th February, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	SWATOW.
FOOCHOW.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £525,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
p. Manager.

Hongkong, 16th October, 1900. [35

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.00 ℔ Cask of 375 lbs. Net ex Factory.
$3.00 ℔ Bag of 250 lbs. „
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [19

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Bengal*.....	S. Barcham.....	About 17th Feb.	...Freight or Passage.
LONDON	*Shanghai* ...	A. F. Street.....	About 21st Feb.....	Freight or Passage.
S'HAI & JAPAN...	*Bombay*	G. M. Montford, R.N.R.	About 28th Feb.	...Freight or Passage.
LONDON, &c.....	*Parramatta* *	C. T. Denny, R.N.R...	Noon, 2nd March...	Freight or Passage.
SHANGHAI	*Plassy*	C. F. Preston, R.N.R...	About 2nd March...	Freight or Passage.

* (See Special Advertisement).

PASSENGER SEASON, 1901.

S.S. "PLASSY" .....7,240 tons.....March 30th ..... } MARSEILLES and LONDON (Direct).
S.S. "SOBRAON".....7,382 tons.....April 27th ..... } WITHOUT TRANSHIPMENT.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th February, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*SACHSEN**	WEDNESDAY, 20th February.
KIAUTSCHOU,* Hamburg-Amerika Linie	WEDNESDAY, 6th March.
*BAYERN**	WEDNESDAY, 20th March.
STUTTGART	WEDNESDAY, 3rd April.
*KONIG ALBERT**	WEDNESDAY, 17th April.
PRINZESS IRENE	WEDNESDAY, 1st May.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.

* Calling at AMSTERDAM.

ON WEDNESDAY, the 20th day of February, 1901, at NOON, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain E. Oesselmann, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 18th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 19th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 9th February, 1901. [22

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

"QUEEN'S CHOICE"
LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS
TO BE
ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.

It possesses a delicate aroma, and is of great age and guaranteed purity.

$12 Per Dozen.

THE VICTORIA DISPENSARY
AGENTS.

[25] 12th October, 1898

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

[21

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [16

BOAR'S HEAD.

FINEST BOTTLING OF

GUINNESS'S STOUT } $22 per Cask of
BASS ALE ----------} 8 doz. Pints.

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 16th January, 1901. [20



Telephone No. 75.

GEO. YOUNGER'S, ALLOA
INDIAN PALE ALE.

In Bulk at the following Rates:—

Per Hhd.	*Per Kilderkin.*	*Per Firkin.*	*Per 4½ Gallon.*
$36.00	$14.00	$8.00	$4.25

In Bottle at per 4 dozen Quarts $11.00
per 8 dozen Pints $14.00

Samples on Application to:—

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,

Hongkong, 4th February, 1901. [15

GEO. FENWICK & CO., LIMITED.

THE TWELVETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held in the HONGKONG HOTEL, on THURSDAY, the 21st February, at NOON, for the purpose of receiving the Report of the Directors, declaring a Dividend and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 21st February, both Days inclusive.

By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.

Hongkong, 14th February, 1901. [205c

THE HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 25th February, 1901, at 12 O'clock, NOON, for the purpose of receiving the Report of the Directors and the statement of accounts to the 31st December, 1900.

Having regard to the Resolutions passed at the Second Extraordinary General Meeting held on the 21st January, 1901, the TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th February, 1901, both days inclusive.

By Order of the Board of Directors,
D. GILLIES,
Chief Manager.

Hongkong, 1st February, 1901. [147c

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on WEDNESDAY, the 6th day of March, 1901, at 12 o'clock, (NOON), to receive a Statement of Accounts to 31st December, 1900, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 20th February, to the 6th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong Fire Insurance Co., Limited.

Hongkong, 6th February, 1901 [167c

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, at THREE o'clock, in the Afternoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1900.

The TRANFER BOOKS of the Company will be CLOSED from the 21st instant, to the 7th March, both Days inclusive.

By Order,
GEO. L. TOMLIN,
Secretary.

Hongkong, 9th February, 1901. [185c

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the OFFICES of the Company, 38 & 40, Queen Road Central, on MONDAY, the 18th February, at NOON, when the SUBJOINED RESOLUTION will be proposed.

Should the RESOLUTION be passed by the required majority it will be submitted for Confirmation as a SPECIAL RESOLUTION to a SECOND EXTRAORDINARY MEETING which will be subsequently convened.

That Article XII of the Articles of Association be cancelled and that there be substituted therefore the following Article:—

12.—The Renumeration of the General Managers shall be a Commission of Five per cent. per Annum on the Gross Earnings of the Company and in Addition hereto an Allowance not exceeding $3,000 per Annum for Office Rent and Salaries of Clerks.

JOHN D. HUMPHREYS SON,
General Managers.

Hongkong, 16th February, 1901. [173c

NOTICE.

REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COMPRADORE. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of $100,000. Apply in writing to

Messrs. JOHNSON, STOKES and MASTER,
12, Queen's Road, Central.

Hongkong, 15th February, 1901. [207c

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 331 for 100 SHARES of the Company, numbered 68,401/68,500 in the Name of ELLIS KELLY, Esquire, of HONGKONG, having been LOST, a NEW SCRIP for the same will be issued after One month from the Date hereof and the Original Scrip will be considered by the Company as NULL and VOID, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th February, 1901. [212c

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

THE SHARE CERTIFICATE No. 7,726 for FIFTY Shares numbered 33,524 to 33,573 inclusive, standing in the Register in the Name of FOONG KING POON TONG, of FOOCHOW, having been LOST, Notice is hereby given that unless the said Certificate be produced at the OFFICE of the Company, Queen's Road Central, Victoria, Hongkong, on or before the TWELFTH DAY OF MARCH, 1901, a NEW Certificate for the said Shares will be issued and the OLD Certificate will thereafter be held by the Company as NULL and VOID.

A. SHELTON HOOPER,
Secretary.

Hongkong, 11th February, 1901. [191c

Intimations.

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the BOARD of DIRECTORS of the Company, held at the COMPANY'S OFFICE, No. 14, Des Vœux Road Central, Victoria, Hongkong, on FRIDAY, the 4th day of January, 1901, the following RESOLUTION was passed:—

"That in pursuance of the Special Resolutions passed on the 8th day of December, 1900, and confirmed on the 24th day of December, 1900, a Call of One Dollar per Share be made upon all the Holders of Ordinary Shares in the above Company, and the same is hereby made. Such Call to be paid to the Bankers of the Company, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, Victoria, Hongkong, on or before the 20th day of February, 1901.

And Notice is also given that in Accordance with Article 24 of the Company's Articles of Association, interest at the rate of $10 per Centum per Annum will be charged upon all Calls remaining unpaid after the 20th day of February, 1901, up to the actual dates of payment of the same.

Shareholders are requested to note that, upon presentation at the Office of the Company of the Bankers' receipt for payment of the Call, and surrender of existing Certificates of the Shares pertaining thereto, New Shares Certificates will be issued bearing an endorsement of the payment of the said Call.

By Order of the Board of Directors.
W. H. GASKELL,
Secretary.

Hongkong, 19th January, 1901. [89c

UNIVERSAL TRADING COMPANY, LIMITED.

NOTICE is hereby given that the General Manager has made a CALL of $15 on the Holders of Shares in UNIVERSAL TRADING CO., LIMITED, which Call is PAYABLE to the General Manager, on the 31st day of MARCH, 1901, at the COMPANY'S REGISTERED OFFICE, No. 4, Des Vœux Road Central.

Dated Hongkong, 31st January, 1901.

ELLIS KELLY,
General Manager.

140c]

CHINESE NEW YEAR HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on TUESDAY and WEDNESDAY, the 19th and 20th February, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. P. COCHRANE,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,
L. BERINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG,
J. C. BERGENDAHL,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
TARO HODSUMI,
Manager.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Manager.

For the DEUTSCH-ASIATISCHE BANK,
H. SCHOTTLAENDER,
Acting Manager.

Hongkong, 15th February, 1901. [208c

Auction.

GOVERNMENT NOTIFICATION.
No. 70.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,
the 18th day of February, 1901, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 30th January, 1901. [197c

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 18th day of February, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Sookun Po Valley, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1629.	Sookun Po Valley.	13 20	46.6	53 20	26	2,267	2	168

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [30

To-day's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 31st December last, at the RATE of ONE POUND and TEN SHILLINGS, together with a BONUS of TEN SHILLINGS STERLING per Share of $125 is PAYABLE on and after MONDAY, the 18th day of February, current at the OFFICES of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 16th February, 1901. [217c

INSURANCE HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on TUESDAY and WEDNESDAY, the 19th and 20th instant.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LD.
General Managers,
HONGKONG FIRE INSURANCE Co., LIMITED.
For the UNION INSURANCE SOCIETY OF CANTON, LIMITED,
W. J. SAUNDERS,
Secretary.
For the NORTH-CHINA INSURANCE CO., LD.,
W. H. PERCIVAL,
Agent.
For the CHINA TRADERS' INSURANCE CO., LIMITED,
W. H. RAY,
Secretary.
For the YANGTSZE INSURANCE ASSOCIATION, LIMITED,
SHEWAN, TOMES & Co.,
Agents.
For the CHINA FIRE INSURANCE CO., LD.,
GEO. L. TOMLIN,
Secretary.

Hongkong, 16th February, 1901. [215c

THEATRE ROYAL.

BOXING TOURNAMENT.

(*Open to All-Comers, to decide the Bona fide Championships*).

28TH FEBRUARY, 1ST & 2ND MARCH.
Under the Management of
Mr. C. T. ROBINSON.
VALUE OF PRIZES, OVER $2,000
GIGANTIC ENTRIES.

FEATHER WEIGHTS (126 lbs.)

T. Lawless, Band, R.W.F., *v.* D. Davis, E. Co., R.W.F.
J. H. Brihn, U.S.S. *Brooklyn*, *v.* J. Jago, H.M.S. *Centurion*.
T. Mathews, Band, R.W.F., *v.* C. A. Bowley, Taikoo Sugar Refinery.
J. Veir, H. M. Naval Yard, *v.* W. H. Creasy, Seige Train.
Reserves—Tim Bailey, H.M.S. *Undaunted*, and H. K. Remedios.

LIGHT WEIGHTS (140 lbs.)

T. Baddeley, Sapper, R.E., *v.* W. Thomas, B. Co., R.W.F.
T. Phillips, H.M.S. *Argonaut*, *v.* J. Sandford, B. Co., R.W.F.
Geo. Smith, H.M.S. *Centurion*, *v.* W. Foster, R.M.L.I., H.M.S. *Terrible*.
T. Harvey, R.M.A., H.M.S. *Tamar*, *v.* J. Kinzey, U.S.S. *Bennington*.
Reserves—W. Barrett, Sapper, R.E.; Pte. B. Moore, A.O.C., C. Morriss, C. Co., R.W.F., Sergt. Davis, R.W.F.

MIDDLE WEIGHTS 158 (lbs.)

Thos. Phillips, H.M.S. *Argonaut*, *v.* W. S. Bailey, Hongkong.
E. Mansford, H.M.S. *Argonaut*, *v.* J. Burns, U.S.S. *Albany*.
Sergt. Jones, R.W.F., *v.* E. C. Duffey, U.S.S. *Brooklyn*.
J. W. Newman H.M.S. *Terrible*, *v.* Bob Berwick. Taikoo Sugar Refinery.
Reserve—Geo. Smith, H.M.S. *Centurion*.

HEAVY OR CATCH WEIGHTS.

McMurray, 25th Co. S.D.R.A., *v.* Copl., Aldridge, 25th Co. S.D.R.A.
Jack Gorman, Harmston's Circus, *v.* Bob Savidge, H.M.S. *Goliath*.
J. H. Tibbs, U.S.S. *Brooklyn*, *v.* W. S. Bailey, Hongkong.

POPULAR PRICES.

STAGE RESERVED SEATS.....$10 Season.
Do. Do. .....$4 per Night.
DRESS CIRCLE .....$3 and $2.
PITT .....$1.

BOX PLAN NOW OPEN AT ROBINSON PIANO CO.

Hongkong, 15th February, 1901. [154c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above on FRIDAY, the 22nd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 16th February, 1901. [214c

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship
"PARRAMATTA,"
Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 16th February, 1901 [c

To-day's Advertisements.

HARMSTON'S CIRCUS
AND
ROYAL MENAGERIE.

TO-NIGHT! TO-NIGHT!!

INTERNATIONAL TUG OF WAR.

THE CHAMPIONS.
22ND BOMBAY INFANTRY
versus
15TH SIEGE TRAIN (S.D.)

H.M.S. "CENTURION," (BYE)
versus
THE WINNER.

Captain H. CADOGAN, R.W.F., has kindly consented to act as Referee.

THE GREAT PROGRAMME AS USUAL.

Box Office Plan:—ROBINSON PIANO Co., Queen's Road.

POPULAR PRICES.

SOLDIERS and SAILORS of ALL NATIONALITIES admitted to CHAIRS and STALLS HALF-PRICE.

ROBERT LOVE.....Manager.
Col. CHAS. B. HICKS.....Representative.

Hongkong, 16th February, 1901. [64c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"CHELYDRA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, the 22nd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 16th February, 1901. [216c

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

	Per Doz. Case.
A.—THORNE'S BLEND, White Capsule	$10.80
B.—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C.—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark	12.00
D.—WATSON'S H.K.D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E.—WATSON'S VERY OLD LIQUEUR-SCOTCH-WHISKY, Gold Capsule	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D. is well known for its fine flavour.

E. is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong Market.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

DEATH.

At 7 a.m., To-day, at No. 2, College Gardens, Upper Albany Road, MARY, the beloved wife of James H. Cox, in her 61st year. [213c

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 16, 1901.

REUTER'S TELEGRAMS.

THE OPERATIONS IN BRITISH SOUTH AFRICA.

LONDON, February 14th.

Seven columns under the supreme command of General French are driving 6,000 Boers towards the south-eastern corner of the Transvaal. A big success is expected.

OPENING OF PARLIAMENT.

The King and Queen drove to Parliament in great state. The King wore Field Marshal's uniform and the Queen was in Royal robes with a diadem. The King read the opening speech.

WEATHER REPORT.

The Observatory report says:—

On the 16th at 11.55 a.m. barometric changes are slight. The high pressure area still covers China, and pressure probably remains low over E. Japan. Moderate to fresh monsoon on the coast, and in the N. part of the China Sea. Forecast:—Moderate N.E. winds; fair.

LOCAL AND GENERAL.

TUESDAY and Wednesday next are to be Chinese New Year holidays and the local Banks and Insurance Offices will be closed.

THE sixth of February was the 83rd anniversary of the settlement of Singapore. All the public buildings and steamers had their flags and bunting flying for the occasion.

THERE having been an outbreak of cholera on the East Coast of Sumatra, the Straits Government has declared the ports between Langkat and Asahan infected places under the Quarantine Ordinance.

THE death is reported at home of Captain R. Farquhar, formerly of the "Ben" liner *Benledi*. Capt. Farquhar was well known in Hongkong and Japan ports, having been trading to the East for many years.

THE hospital ship *Gwalior* says the *Shanghai Mercury*, is *en route* to China from India for the second time. According to present arrangements she will now remain in Chinese waters till the withdrawal of the Allied troops.

THE Band of the Royal Welch Fusiliers will play at the Hongkong Hotel this evening, from 8 to 9.30 p.m.:—

PROGRAMME.

1.—March.....Chinese War March".....Wichaelis.
2.—Selection.....Haddon Hall".....Sullivan.
3.—Waltz.....Svengali".....Roeder.
4.—Selection.....La Perichole".....Offenbach.
5.—Song.....Toilers".....Picchimini.
6.—Three Dances....from Henry VIII".....German.

Extra.

1.—Descriptive.....Hussarita".....Spindler.

"THERE is just this difference between us," continued the preacher, "you are a soldier of Hell and I am a soldier of Heaven." Tommy's eyes opened a degree wider. There was a pause. Then up spoke he who had accepted the Queen's shilling. "Oh, you are a soldier of Heaven," he said slowly; "well, if that's so, all I've got to say is, you're a darned long way from barracks."

A CONTEMPORARY, says the *Singapore Free Press*, tells this rather good "Tommy Atkins" yarn. At a review at Aldershot; two foreign princes, not knowing their way, drove up to a sentry and asked: "Do you know where the Prince of Wales or the Duke of York is?"—"No, Sir," replied the sentry, "I don't know myself, but I'll ask my mate. He know all the public houses about here."

CHINESE NEW YEAR HOLIDAYS:—The Post Office will be entirely closed on Tuesday, the 19th inst. Should the *Empress of Japan* arrive on that day the mails brought by her will be kept over to be dealt with on the following morning. On Wednesday, the 20th, the office will be kept open from 7 to 11.30 a.m. for the despatch of the out going German mail. The Money Order Office will be closed on both days.

THE new battleship *Montague*, building at Devonport, is to be launched during the 1st week in March. The *Montague* is 405 feet long, which is five feet longer than any vessel yet launched from Devonport Dockyard. By the time she takes the water she will be more forward than other battleships have been at the launching stage, as her bridges and other portions of her superstructure are practically complete.

IN the billiard-room at the Central Police Station yesterday, Police Constable Hook, who joined the Hongkong Force in March last, and who owing to an affection of the lungs has now been ordered home, was the recipient of the substantial sum of thirty-five sovereigns, and a handsome silver-mounted walking stick bearing in Chinese characters, "Health, happiness, and prosperity," given to him by his comrades in the force. Chief Detective Inspector Hanson made the presentation.

FOR the pleasure of throwing a foreigner's fox terrier over a verandah, which resulted in the dog having one of its legs broken says *Sport and Gossip* of the 10th inst., the Shanghai Society for the Prevention of Cruelty to Animals was able to have a Chinese boy, the perpetrator of the deed, fined ten dollars at the Mixed Court on Thursday last. The Society has once again to thank a foreign lady for coming forward at great personal inconvenience and attending the Mixed Court to give evidence.

THE Hongkong Volunteer Corps parade all units at 9.30 on Tuesday morning for firing practice at Repulse Bay. Launches leave Murray Pier at ten o'clock. H.E. the Governor, H.E. the General Officer Commanding and Staff will be present and a good muster is expected.

ROUMANIA'S impecuniosity, it is said, has led to the sacrifice of her peerless oak forests. A contract has just been entered into for the cutting of half a million oaks under disastrous conditions. Every tree with a diameter of half a yard and above may be felled, the uniform price to be about 12s. per tree, and the contractor to have the option of rejecting one fourth of the trees having only the minimum diameter of half a yard. In these forests are thousands of trees, from one to two centuries old, and of majestic growth. All are doomed.

THE Lords of the Admiralty were last month in the Portsmouth Country Court, under the Workmen's Compensation Act. A fitter employed in the dockyard had lost the sight of one eye, in consequence of being struck by a piece of steel. The Admiralty had offered him work at lower wages, and promised him compensation, but he desired to have the latter question settled judicially. Judge Gye said he found, as a fact, that the offer of the Admiralty was an unreasonable one. He awarded the applicant seventeen shillings a week, which was 50 per cent. of his wages. Leave to appeal was given.

MR. HENRY DALLAS' Company according to Shanghai papers lately received are playing every evening to bumper houses there. He still adheres to his usual custom of three nights for every piece, so that everyone may get a chance to see the different pieces so well acted by himself and Company. San Toy was advertised for the 11th and 12th of this month, to be followed by the new favourite, "The Belle of New York," and "Florodora" the latest London success and now performed for the first time in the East. The Season there concludes with the charming musical opera, The French Maid. Mr. Dallas hopes to visit Hongkong the end of this month, when he will certainly get the warm welcome which he deserves.

AT the Harbour Office yesterday before the Hon. Basil Taylor (Acting Marine Magistrate) Leung Fan, captain of the licensed lorcha, *On Hing*, and Leung Kit Shang, captain of the licensed lorcha *On Fat*, were charged that they did unlawfully obstruct the southern fairway on the 11th inst. at Victoria harbour. The first defendant pleaded not guilty and the evidence of T. Austin was heard. He said that on the 11th at 5.20 p.m. he found the southern fairway blocked with junks. He went in a sampan and told them to shift. The defendant refused to do so. He was anchored about 150 feet from the Praya Wall. The second defendant pleaded guilty. It was a similar case to the first. The people on board the junk refused to move when told to go. Both were convicted and a fine of $5 or in default of payment, imprisonment with hard labour for fourteen days, was inflicted in each case.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The seventy-first half-yearly general meeting of shareholders of the Hongkong and Shanghai Banking Corporation was held in the City Hall, to-day. Mr. N. A. Siebs, Chairman, presided and the other gentlemen were Messrs. A. Haupt, P. Witkowski, J. N. Goosman, R. M. Gray, R. Shewan, A. J. Raymond, H. W. Slade, D. M. Moses, Hon. J. J. Keswick, (Directors), Sir Thomas Jackson, (Chief Manager), Captain A. Tillett, Capt. F. D. Goddard, H. N. Mody, F. Henderson, Hon. C. P. Chater, C.M.G., Ho Fook, C. S. Sharp, G. M. Bain, J. H. Lewis, R. C. Wilcox, R. K. Leigh, J. R. Michael, G. L. Tomlin, M. J. D. Stevens, H. Humphreys, E. Georg, S. Hancock, H. A. Chinoy, J. N. Chinoy, C. J. Gonsalves, A. Sharp, L. J. C. Anderson, C. Palmer, E. S. Joseph, Dr. A. S. Gomes, B. Layton, R. T. Wright, A. G. Wood, E. Pabaney, D. D. Gazder, G. H. Medhurst, S. S. Benjamin E. Kelly, J. R. M. Smith, W. A. C. Cruickshank, W. H. Ray, J. Kennedy, W. Lysaught, Lau Wai Chuen, Chan Sui Ki, Sham Kim Sai and others.

The Chairman said:—Gentlemen, we have the pleasure of laying before you the accounts of a very successful half-year's working. The large balance carried forward on the 30th June in Profit and Loss Account ($1,717,543.29) and the handsome profits realized during the half-year left the Directors with a very considerable sum to distribute for the period ended 31st December 1900. Subject to your approval, they propose to pay a Dividend of £1.10/- per share, pay a Bonus of 10/- per share, place to Reserve Fund $1,000,000 and carry forward the balance of $1,410,272.65. They also propose to give the Staff of the Bank a Bonus of 10% on their salaries. It will be seen that the Bank continues its prosperous career. Its business is constantly increasing, necessitating our continuing to add to our Reserve Funds, which are so much additional capital on which we have not to pay any Dividend. It is a sound principle that a Bank's own funds ought always bear a fair proportion to the funds of the public entrusted to its safe keeping. Our Capital is ten millions of dollars, say one million sterling, this is all we have to pay dividend upon, but our sterling reserve of one million, and our silver reserve of three *millions of dollars including the amount* we propose to add for last half year, together with what we propose carrying forward to New Profit and Loss Account leave us with funds of our own to the extent of $14,410,272 say £2,441,027. The shareholders will fully realize the wisdom of their sanctioning large additions to the Reserve Funds in prosperous half-years, rendering it unnecessary for the Bank to increase its Capital, a course which would be a handicap on dividends in years to come. Comparing the Report with the one issued to 30th June 1900, Fixed Deposits in Silver and Gold together show a decline of $10,571,344 mainly owing to the enhanced value of money in London, enabling Depositors to find investments yielding increased rates of Interest and to the withdrawal of Government Funds temporarily on Deposit with us. Our Silver Deposits and Current Accounts together show an increase of $856,632. The Sterling Reserve Fund Investments are almost exactly as last stated—the only difference being £4,000 under the heading of Other Sterling Securities—same being a profit on an exchange of 2.3/4% Consols for a similar amount of War Loan. Under the heading of Consols Colonial and other Securities there is an increase of $1,195,353 mainly owing to an allotment of £100,000 of the War Loan which we applied for. These securities have been written down to the prices ruling on the 31st December. Bills Discounted, Bills Payable and Bills Receivable all show a shrinkage on the figures given in the last Report. The stagnation of business in the North of China fully accounts for the falling off. Indeed a very much more serious interruption of business than we have experienced might have been expected. Cash and Bullion in Hand and Transit were unusually large at the end of the year. At this time last year from this chair your attention was directed to the important and increasing trade interests in the North of China, and their palpable expansion with the extention of railway enterprise in that region. Unfortunately the outbreak against foreigners has rudely disturbed for the time being this most desirable advance in commercial aspects there, but when the present negotiations are satisfactorily concluded and the country has had time to recover from the ravages of war and famine, I make no doubt that all favorable predictions will be amply fulfilled. Central and Southern China have fortunately been spared the horrors of war and want, but in the unsettled state of the political atmosphere there has naturally been a diminuition of credit in Native trade circles, which has told unfavorably upon the Import Trade and curtailed the off-take very considerably, making a serious difference to Importers. The fact however of the shortage of Cotton and consequent advance in value has prevented the serious effects to those interested in Cotton goods which must otherwise have followed, and the trade is in a sound, if slow, condition. The period under review from a monetary point of view has been an interesting and exciting one. Silver fluctuated more than it has recently done, uncertainty and unrest prevailed. I am glad to say opportunities for making money were not few; they were taken advantage of with the favourable results we are able to place before you to-day. On the return of Sir Thomas Jackson to the colony in October last, Mr. H. M. Bevis, the acting manager here was transferred to Shanghai; the manager there Mr. Wade Gardner going home on leave. It is, I am sure, quite needless for me to say that we were all glad to welcome our old friend Sir Thomas Jackson back to us in renewed health and strength to take charge of the affairs of the Bank, which he has so long and with such conspicuous ability and judgment managed for us. To our manager in London, Sir Ewen Cameron, to Mr. John Walter and to the staff generally our best thanks are due for the zeal and attention they have all shown to our interests during the last year and we have endeavoured to shew our appreciation of their services by our proposal of a bonus of 10 per cent. on the salaries of the staff, which I have no doubt will meet with your cordial approval. (Applause). Before moving the adoption of the report and accounts I shall be pleased to answer any questions.

There being no questions the Chairman proposed the adoption of the report and accounts.

Mr. R. K. Leigh said:—Mr. Chairman and Gentlemen, I have much pleasure in seconding the adoption of the Report and in doing so will only say a very few words. The Report is, as usual, a very fine one and the more so, when you consider the large decrease in trade that there must have been owing to the troubles in North China. The remarks of our Chairman regarding the building up of the reserve fund are of great importance, especially to a Bank whose very life is its capital and every addition to its reserve is adding strength to its resources and enabling it to earn more. It is really like calling up more capital, with this great difference, that while each addition to the reserve assists in earning a dividend, none has to be paid on it, and therefore more for the original share capital. I used to be told that Banks would be all right as an investment if it was not that the bottom would drop out them in the event of a war. Since then we have have had the war in South Africa and are now practically at war with China, yet Banks, in the beginning of 1899, were $435:— per share. In 1900 these were $541:—and today they stand atnd at $567:—This does not look as if war had knocked the bottom out of them, and if England will only insist on her rights and the opening up of China to all alike, the expansion of trade will be enormous and with it I feel sure the Hongkong and Shanghai Banking Corporation will be found well in the van of Banks. (Applause.)

The motion was carried unanimously.

The appointment of Mr. Paul Witkowski as director was unanimously confirmed on the motion of Mr. Palmer seconded by Mr. Ray.

The Hon. J. J. Keswick and Mr. D. Mr Moses were unanimously re-elected as directors on the motion of Mr. Lewis seconded by Mr. Hancock.

Mr. Henderson and Mr. C. S. Sharp were re-elected auditors on the motion of Captain Tillet. Capt. Goddard seconded and it was carried unanimously.

Mr. G. M. Bain—I would ask you, gentlemen, before we part, to pass a hearty vote of thanks to the Board of Directors, to the able Manager and to his staff. This is a proposition which requires no remarks at all to commend it to you. The report, the result of the combined efforts of the Board and its staff, has shown you what they can do. I daresay you could not find a combination equal to the one I have mentioned outside of London, perhaps not there, and I ask you to give the Board and the staff a hearty vote of thanks for their services.

The Chairman:—That is all the business, gentlemen. Many thanks for your attendance.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st February.

LEVEL.

	1900.	1901.
Tytam.....	24' 2" below overflow	25' 3½" below overflow
Pokfulam..	13' 10" below overflow	10' 8" below overflow
Wong-nai-cheong..	45' 3" below overflow	22' 2" below overflow

STORAGE GALLONS.

	1900.	1901.
Tytam.....	210,880,000	204,365,000
Pokfulam..	36,340,000	42,860,000
Wong-nai-cheong	nil	8,418,000
Total...	247,220,000	255,643,000

Consumption of Water in the City of Victoria and Hill District during the month of January.

	1900.	1901.
Consumption	98,183,000	107,199,000 gallons
Estimated population	204,000	210,000
Consumption per head per day.	15.52	16.5 gallons

Consumption of Water in Kowloon Peninsula during the month of January.

	1900.	1901.
Consumption..	8,049,712	11,040,000 gallons
Estimated population	27,700	28,900
Consumption per head per day	9.37	12.3 gallons

The Government Analyst reports that the water is of excellent quality.

R. D. ORMSBY,
Water Authority.

WISE AND OTHERWISE.

Insanitary Pickles.

The manure tanks to be found dotted about the Chinese gardens and fields are neither beautiful from a spectacular nor odoriferous point of view, but they appear to be dear to the Chinese heart and to serve more purposes than one. A short time back I passed by one of these pits, which, in addition to the usual stinking slush, contained the bodies of a couple of dead dogs and a pig. A few days afterwards I passed the same tank and found that the contents had been baled out and replaced by a quantity of Chinese cabbages undergoing the pickling process. I am not sorry now that I have never been tempted to taste this Chinese delicacy.

* * *

Tall Story.

Our American cousins are famous for tall stories and I think the following is a fair specimen of exaggeration:—A couple of American tobacco planters met on an Atlantic liner and in the course of conversation commenced to compare notes on the locust.

FIRST PLANTER.—Well, sir, I went to bed on Monday night with as fine a crop of terbaker in my fields as ever you wished to see. Tuesday daylight, down comes a swarm of locusts, and in ten minutes I hadn't er leaf er terbaker left!

SECOND PLANTER.—Well, sir, one mornin' I got up to see a swarm er locusts just comin' on ter my plantation, an' in five minutes they'd cleared out the whole tarnation crop, and, sir, them all-fired insecs just sat along my split rail fence after and squirted terbaker juice at me!

F.P.—Well, Sir, two years ago I was crossin' the pond in a clipper ship and, 'bout noon, a little cloud, 'bout as big as a hand, showed up on the skyline. In ten minutes that cloud came down on the ship as a swarm er locusts an' before you could spit more'n twice they'd stripped every stitch er convas from her.'

S.P.—What did you say was the date er that swarm, sir? Yes, well, I was goin' the other way about that time in a steamer, an I guess we fell in with your locusts, for, by glory, sir, they was every one of 'em dressed in canvas breeks.

* * *

Sermon or Smoke?

There is a little story going the round of the fleet which is too good to be allowed to pass unrecorded here. It appears that a certain Captain of a fast and furious cruiser is a bit of a martinet and has the King's Regulations engraved on his heart. Now this captain has a great aversion to officers smoking in their cabins, and to check this pernicious habit ordered that the curtains of all officers' cabins were to be pulled back when he went the rounds on Saturday. This elicited an objection from the Padre, who explained that he always wrote his sermon on Saturday and having his curtain pulled back would distract his mind and interrupt his work. Thus it happened that of all the large congregation of officers, the Padre was the only one allowed to sport his curtain during inspection. Inspection day came and with it the captain and an overpowering smell of strong tobacco. All the officers' curtains were pulled back and not a pipe or cigar was to be seen. As the domain of the Padre was approached the fumes grew more pungent and when his curtain was gently pulled aside, in order that he might might not be disturbed in his great thoughts, his Reverence was discovered quietly sitting back and puffing at the biggest and blackest pipe to be found in the fleet. What the Captain said to the Padre and the Padre's reply are not on record. But the Padre's curtain is now pulled back during inspection, and nobody seems to have noticed any falling off in the eloquence of the Sunday sermon.

* * *

A Cat Story.

A correspondent of the *St. Augustine*, the Kilburn Parish Magazine, relates the following:—

I once had a cat which always sat up to the dinner-table with me, and had his napkin round his neck, and his plate and some fish. He used his paw of course; but he was very particular, and behaved with extraordinary decorum. When he had finished his fish I sometimes gave him a piece of mine. One day he was not to be found when the dinner bell rang; so we began without him. Just as the plates were being put round for the *entrée*, puss came rushing upstairs and sprang into his chair, with two mice in his mouth. Before he could be stopped he dropped a mouse on to his own plate and then one on to mine. He divided his dinner with me as I divided mine with him.

* * *

Another!

Cat stories are very much to the front just now and are being told with as much gusto as the dog yarns lately so much in vogue, says the London Correspondent of *Sport & Gossip*. That genial novelist Christie Murray is responsible for one or two more or less truthful ones. He relates for instance one that illustrates the power of the herb Valerian. Cats are fond of this herb, delighting in its odour and apparently getting something akin to drunk on the smell of it. Humans for whom it is occasionally prescribed in nervous diseases do not appreciate the scent by any means. The tastes of men and cats differ. Mr. Murray tells of a dear old maiden lady who had three cats that she loved fondly. The cats were, however, jealous of each other, and she grieved greatly at their want of sociability, as evidenced in their continued quarrels. The old lady also had a hearth-rug of rare pattern and thickness of which she was very proud. A scapegrace nephew knew these things, and also knew the power of the herb Valerian. So he surreptitiously sprinkled the precious hearth-rug with some of its tincture. That day the cats had been as unkind as usual to each other in the breakfast parlour. When, however, they paid their regular afternoon visit to the drawing-room their animosity, to the old lady's, amazement, ceased. They paid all their attention to the hearthrug. At first they lay on it and purred contentedly. Then by degrees, as the smell of the Valerian tincture warmed them up, they got lively. They arched their backs, purred and smirked and rubbed their heads together. Then they pawed the rug all over, tried various attitudes, rolling on their backs and even trying to stand on their heads. The old lady began to grow alarmed, believing them to have suddenly gone mad. Her belief was made certainty when they started as with one consent to tear the pattern off the precious rug. The wool flew in clouds, the cats meowled at the top of their voices, and the old lady screamed for help. When it came the rug was destroyed and the cats were removed clinging frantically to its fragments. Since then the old lady has tabooed cats and taken to canaries, a marvellous change in the female mind, and, as Mr. Murray says, a remarkable illustration of the power of the mystic herb Valerian.

* * *

Indefinite.

According to the Reuter's telegram which you publish, seven British Columns have driven 6,000 Boxers into a corner, and a big success is anticipated. Reuter does not pretend to state which side is to have the big success, and if De Wet is in the swill, it would be very unable to

predict. We have had so many little ambush telegrams lately.

"If seven columns with seven guns
Worked hard for half a year,
Do you suppose, Old John Bull said,
"De Wat would have to clear"?
"I doubt it" said Lord Kitchener,
And then began to swear.

* * *

In a certain North-country Unnatural school, during a lesson on the History, animal kingdom, a teacher put the following question—"Can any boy name an animal of the order 'edentata' —that is, a toothless animal?" "I can, sir," exclaimed a youngster, whose face beamed with pleasure at the prospect of a good mark. "Well, what is the animal?" "My grandmother," replied the boy, in great glee.

HONGKONG SHARE MARKET.

HONGKONG, February 15th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

Owing to the approach of the China New Year, business during the period under notice has been more or less quiet and prices remain much the same, with the exception of Hongkong and Whampoa Docks and Hongkong Lands which have receded a few points. The China Fire Insurance Company, Limited, has given notice of its Thirty-second Ordinary Annual Meeting to be held on the 7th March. The transfer books will be closed from the 21st instant to the 7th proximo, both days inclusive. The National Bank of China, Limited, has advertised its Tenth Ordinary Annual Meeting for the 9th March. The transfer books will be closed from the 23rd instant to the 9th proximo, inclusive. Messrs. Geo. Fenwick and Company, Limited, have notified that their Twelfth Ordinary Meeting will be held on the 21st February. The transfer books will be closed from the 18th to 21st instant, both days inclusive. Banks.—Hongkong and Shanghai Banks show a moderate improvement on our last quotation; shares have been placed at 353 and 354 per cent. premium, and more are wanted at the latter figure. The London rate is £61. 10/-. Nationals are enquired for at $27, but there are no shares to be obtained. Marine Insurances.—Unions are in demand at $247½. China Traders are dull and shares can be bought at $55. Yangtszes are still in request at $115. Cantons have weakened and a small lot is on offer at $150. North Chinas are quoted at Tls. 180. Fire Insurances. —Hongkong Fires have been done at rates between $310 and $315 closing with small sellers at the higher rate. China Fires have been disposed of at $85 and have now sellers at $84. Shipping.—Hongkong, Canton and Macao Steamboats have been negotiated at $35½ and $35¾ and close quieter with shares offering at the latter figure. Indo Chinas have improved to $118, at which rate there are sellers. China and Manilas continue neglected. Douglas Steamships have been booked at $45, $45½ and $46 and have further buyers. Star Ferries are in demand at quotations. Refineries.—China Sugars are firmer and are enquired for at $126. Luzons are on offer at $40. Mining.—Punjoms after sales at $3.65 are offering at $3.8. Raubs have dropped to $38 with sales and sellers. Olivers are quiet at quotations. A telegram from the Mine gives the result of the last clean up as follows:—"290 tons of quartz crushed for a yield of 143 ounces of retorted gold." Jelebus are procurable at $6. The Company has decided to increase its Capital to $300,000 by the creation of 15,000 new shares of $5 each. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have suffered a slight decline and are offering at 645 per cent. premium. Kowloon Wharfs have been sold at $94 and $94½, but at the close shares are obtainable again at the former rate. New Amoy Docks have further advanced and are quoted at $22½ buyers. Lands, Hotels and Buildings. —Hongkong Lands weak with sellers at $195. Kowloon Lands are unaltered. West Points have found buyers at $49. Hongkong Hotels have ruled steady with sales at $123 and $123½. Humphreys' Estate have reacted slightly and have been placed at $12½. China Providents are unchanged. Cotton Mills.—We have heard of no local business. Cigar Companies.—Quotations are unaltered. Miscellaneous.—Green Island Cements have again been dealt in at $19¾ and $20. A. S. Watsons have been parted with at $16. Electrics are wanted at $12½ and $6½ for the old and new issue respectively. China Bakeries have found purchasers at $55. Ropes have been sold at $167½. Tramways have changed hands at $200 and are wanted. Ices are quoted at $165 ex the dividend of $10 paid on the 12th instant.

CRICKET.

The return match H. K. C. Club *v.* United Services will be played on Monday and Tuesday next, starting at 2 p.m. on Monday and 11 a.m. on Tuesday. The following will play for the Club:—T. Sercombe Smith, F. Maitland, A. Mackenzie, T. Hooper, J.S.A. Woodgates, P. A. Cox, A. G. Ward, G. F. Noble, H. Hancock, B. E. Hanson, C. P. Hay.

AT THE MAGISTRACY.

DISORDERLY GERMAN.

A German sailor stood before Mr. Kemp this morning in consequence of his having entered a Chinaman's shop in Hunghom West yesterday, knocked the furniture about, and then assaulted a Chinese policeman when an arrest was attempted.

His Worship fined the defendant $2 or four days for disorderly behaviour whilst drunk, $2 or four days for striking the constable, and ordered him to pay the amount of the damage, $6, to the shopkeeper.

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HEAVY FINE FOR QUARANTINE OFFENCE.

Mr. Kemp had before him this morning the captain of the Blue Funnel steamer *Glaucus*, charged with committing an offence against the quarantine regulations in January last. The steamer arrived from Singapore and failed to go into quarantine. She then proceeded to Shanghai and has to-day returned.

His Worship inflicted a fine of $250 in this case.

It was getting to be a common offence, but a few fines similar to the one imposed in this case will tend to put a stop to the practice, especially if the captain himself has to stand the "music" as is sometimes the case.

THE PLAGUE.

Number of cases reported up till noon of the 13th February, 1901	Chinese	11
	Other Asiatics	0
	Europeans	0
Number of cases reported during the past 24 hours	Chinese	1
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date		12
Number of deaths reported up till noon of the 13th February, 1901	Chinese	11
	Other Asiatics	0
	Europeans	0
Number of deaths reported during the past 24 hours	Chinese	1
	Other Asiatics	0
	Europeans	0
Total number of deaths recorded to date		12

HARMSTON'S CIRCUS.

The international tugs-of-war which have taken place at the Circus for the last few nights will be brought to a finish shortly and the winners of the valuable prizes will be decided. The following were the results last night:—22nd Bombay Infantry beat H.M.S. *Orlando*; H.M.S. *Centurion* (Stokers' Team) beat Royal Garrision Artillery; 15th Co. Siege Train (S.D.) beat Siege Train (W.D.). The semi-final will be between 22nd Bombay Infantry and 15th Co. Siege Train (S.D). The winner of this semi-final will pull the H.M.S. *Centurion* team, who receive a bye.

There is certain to be a large attendance to see these pulls to-night.

A matinee was given with the usual success this afternoon.

THE CRISIS IN THE NORTH.

TIENTSIN.

Affairs in the North.

(From Our Own Correspondent).

TIENTSIN, January 29th, 1901.

Since my last letter public attention has been centred in but one thought, the Queen! Her, to us, sudden illness and death has paralyzed all other interests for the moment, and now that our minds are becoming reluctantly accustomed to the thought that we have passed, with the century, into a new order of things and that a King is at the head of the State, we are preparing to pay our last tribute of love and respect to that beloved name. So far no notification has been issued either by the British Minister or the Consul with regard to Her lamented Majesty's death or the King's accession, but unofficially we have it that on Saturday there will be a grand military memorial service. It was expected that the sadly unique event would take place in the Gordon Hall, which is draped in black; but, spacious as that building is, it is not adequate for the attendance of all the British forces here, and it is held essential for the Native troops to be present; in addition to which some at least of the German and possibly the French force may desire to be present. It is therefore necessary to hold the Service in the open air, and we can only hope that the weather will moderate somewhat or some deadly results will ensure from prolonged exposure to the cold. Mourning has become general with those who have had black garments to fall back on, but there has been but little black material procurable, and there are no tailors, so those who would have worn black in many cases had to forego the desire and still appear in colours. Of course all flags are at half mast. On Sunday the German flags flew high, of course, and the Municipal flag was not flown until after the review and salute in honour of the Kaiser was over.

The review was, I believe, a great success, some 5,000 German troops being on the field, but in spite of brilliant sun the ground was very slippery and I did not think the goose-step was quite as well executed as usual. "God Save the Queen" was played incessantly during the firing of the 101 guns, which was very trying for the Britishers present. There will come a time no doubt when we shall listen to the dear familiar air with the old heart thrill of loyalty; but just now it merely chokes.

The Russians handed over the railway to the Germans on the 18th, and I hear they are also returning a good deal of the purloined machinery and rolling stock moved outside the wall at Shanhai Kuan, as that was part of the agreement. The Germans are charging a much higher rate than the Russians, and some say they are not managing as well; but that is mere heresay. The rates are, however, very much higher. The British have every confidence of the line being handed over to British control before long.

There is absolutely nothing fresh from Peking. Dr. Morrison has been down for a few days, and looks well, but he does not take a particularly cheerful view of British policy and things in general, and many of his friends think he needs a change.

Great diversity of opinion exists as to the German policy, and a curious idea seems to exist that much more friendly relations exist between that power and Russia than with us. Of course this may be so, but personally I cannot discover any sign of it, and if it were true Germany would be indeed, playing a most ignoble game. I cannot, however, see in what way her interests can be served by dancing to Russia's pipe, while German and British interests, on the contrary are closely identified. Nothing gives me greater pleasure than to witness the increasing good fellowship of Britishers and Germans, and it, as seems possible, we are unable at present to take up China as a serious item in our foreign policy, it seems in every way desirable that Germany should increase her influence as an opposing influence to "Brer Russia." As I think I have already told you, the Peiho now represents the Russian frontier. The Russian troops have been retired for a short distance pro tem. having cleaned out everything from the railway and East Arsenal that they could lay hands on, though after all we can hardly say much to this when Germany and France have carved up the Peking observatory between them, and divided the beautiful and costly instruments therein, half of which have gone to Berlin and half to Paris.

In regard to the books of the Hanlin Library, which the Chinese burnt during the Siege, as you have doubtless heard, the books were all removed two or three days before the place was burnt, and taken to a place of safety, thereby showing that the Government were instigating the attacks on the Legations and superintending them in every detail. A number of the Ming records in their silken covers were found thrown about in the mud outside the Library after the fire, and some surprise was felt at this. The explanation is, however, that the records are never printed until a dynasty is completed, therefore the books of the present dynasty were removed with great care. The Ming records have been printed and various editions of them exist, hence the originals were no longer of value.

There is no prospect yet of the Emperor returning, I think. Those who should know declare not. The Provisional Government in Tientsin City is preparing for extended jurisdiction. Things are fairly quiet in this province, but accounts from Honan point to a restless condition of affairs, with troops drilling and every preparation being made to give trouble if any excuse arises. The whole country North is more or less infested with brigands, who are the disbanded troops, of course. When we remember how few were really killed during the fighting this is not surprising.

The greater part of the west wall of the City is down now and the work of leveling is going forward. The Chinese profess to have discovered an old tablet in the wall, but the letters are nearly obliterated, so its nature cannot be decided.

As I am closing comes the news of a terrible tragedy in Peking. On Monday night Capt. Lindberg, an officer in the Danish Navy and for many years in the Chinese employ, shot his wife and a British officer, then himself, from motives of jealousy. The officer, though seriously wounded, is likely to recover. The others are both dead.

A serious explosion took place at Shanhaikwan on the 24th in the process of destroying Chinese gunpowder, over thirty Japanese being killed and two British non-commissioned officers severely burnt.

THE DUKE OF CORNWALL AND YORK.

As the words the "Prince of Wales" are to be replaced in the Prayer Book by the words the "Duke of Cornwall and York" it is evident Prince George will not bear the title of Prince of Wales. The *Encyclopædia Britannica* says Edward the Black Prince was the original grantee of the Principality of Wales as well as of the Dukedom of Cornwall under special limitations which have continued in force to the present day. The entail of the Principality was "to him and his heirs the kings of England" and of the dukedom "to him and his heirs the first-begotten sons of the kings of England." Hence when a Prince of Wales and Duke of Cornwall succeeds to the throne—as in the case of King Edward VII.—the Principality in all cases merges at once in the Crown and can have no separate existence except under a fresh creation, while the dukedom, if he has a son, presumably a first-begotten son, descends immediately to him, or remains in abeyance until he has a son if one is not already born. From this explanation it would appear that Prince George may be created Prince of Wales, but, not being "the first-begotten son" of the King, he cannot succeed to the Dukedom of Cornwall. However, just the very opposite to this has occurred, if we are to go by the announcement that the words of the Prayer Book are to be altered in the manner stated above. However, the *Encyclopædia Britannica* further states that if a Prince of Wales and Duke of Cornwall should die in the lifetime of the sovereign, leaving no son but a brother, then—as was decided in the reign of James I on the death of Henry, Prince of Wales, whose heir was his brother Charles, Duke of York—the Dukedom of Cornwall would pass to the brother as the first-begotten son of the King of England then alive, the Principality of Wales alone becoming merged in the Crown. It is true the Duke of Clarence was never Prince of Wales and Duke of Cornwall, as he died before his father became king, but he would, in the natural course of things, have succeeded to those dignities, and leaving no son, his brother George became heir to the dignities he did not live to enjoy. In any case there appears to be no impediment in the way of the present Duke of York being created Prince of Wales as the creation may be made at the sovereign's pleasure. The Duke of York, however, is no doubt quite satisfied with the Duchy of Cornwall, the income of which in 1899 was £11,134.00 of which £66,915 was paid to the Prince of Wales, the balance going towards the benefit of the estate, deductions under various Acts of Parliament, superannuations, expenses of management, &c. The title of Prince of Wales carries with it no income.—*Singapore Free Press.*

INTERVIEW WITH BISHOP FAVIER.

Mgr. Favier, the Bishop of Peking, has given an interview to a representative of the *Temps*, who asked him how matters were proceeding in the Chinese capital. To this he replied, "Not at all badly," to the astonishment of his questioner, qualifying his remark by adding that it was necessary to see things as they really were. He proceeded to say that they had in Peking a Commune with a Prince at its head, and that it was a revolution that Tuan had attempted. On his own authority he was nominated First Minister, and he had the Imperial seals in his pocket. He then fabricated decree after decree, cut off the heads of five members of the Tsungli Yamên, deposed the President of that body, and took the place himself. As to the Emperor and Empress, their power was suppressed, abolished, reduced to zero. Then Tuan launched his famous edict, and ordered all the Viceroys to massacre Europeans, and with them Chinese Christians, Europeans of the "second degree," as the Boxers termed them. Happily the Viceroys did not obey, as was the case in the French Commune. As on that occasion (notably Marseilles) there were a few isolated instances like Shansi, for example, which declared for Tuan, but, in a general way, the Chinese Commune had no more success in the provinces than had the Paris Commune. In Peking Tuan put in the front the troops of whom he was sure, but could not get Prince Ching's troops out of the capital. Their attitude was never determined, so much so that Tuan finished by condemning him to death for not having razed the Legations and the Pehtang. The Bishop had no doubt that if Ching had thoroughly embraced the cause of the revolution all Europeans would have been killed. Certainly, he proceeded, they had been horribly treated, because, besides Ching's troops, there were in Peking forty thousand Boxers, nominally under Ching's orders, but they acted on their own account. This is the reason for the hesitating nature of the assaults and their fluctuations from day to day, the energy of their attack depending on the colonel commanding at the time. It was due to this that they owed their safety.

The Bishop gave it as his opinion that the Empress-Dowager would return to Peking in the spring, then order would be re-established, and it would be seen that neither Europeans, nor himself, from the point of view of influence or of morals, would have lost anything. They would find themselves in face of the Government, which, during thirty-five years, had given concessions, and that the present rude lesson will have rendered his (the Bishop's) mission more easy. The people, the Bishop says, have not been with the Boxers, for they have suffered still more than Catholics. The Boxers at Peking killed 30,000 people who refused to follow them, and burnt 2,000 shops and twenty-four banks, altogether destroying one-third of the city. Villages of 1,500 souls counted only four or five Boxers. Shantung was the only province which supported Tuan, this being on account of irritation at the German occupation of Kiao-chow. The Government must be allowed time to turn round, and must not be too much hurried by diplomacy, for Chinese diplomatists always begin by saying no and end by saying yes. In answer to the imputation of pillage, Mgr. Favier explains that on the entrance of the Allied troops thousands of converts were starving, and that while there were hundreds of shops stocked with provisions there was nobody to sell. He accordingly asked M. Pichon's permission to take some of the money in Prince Li's Palace for the 20,000 Christians outside the city, and to take provisions for the 6,000 inside on condition of keeping an inventory and deducting the amount from the indemnity. M. Pichon agreed, and the famine thus being averted Mgr. Favier formally forbade all further pillage. Some £40,000 was also raised by the sale of the Catholic Museum collections, the result of forty years' work, and of a few articles of value transported thither, this sum being devoted to procuring supplies of food.

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.31	30.22
Temperature	57	60
Humidity	40	39
Rainfall	—	—

TO-DAY.

Saturday, 16th February, 1901.

Chinese—*27th of 12th moon of 26th year of Kwang-sü.*

Sun—*Rises*	6hr. 33min.
Sets	5hr. 56min.
High water—*Morning*	8hr. 18min.
Afternoon	6hr. 36min.
Low water—*Morning*	1hr. 28min.
Afternoon	0hr. 2min.

ANNIVERSARIES.

1855—The Insurgents evacuated Shanghai.
1863—First public parade of the Hongkong Volunteer Corps and presentation of colours.
1876—The 80th Regiment left Hongkong.
1884—Hongkong Legislative Council reorganised.
1885—The steamer *Castello* lost on Flat Island, Lyeemun Pass.
1887—The Alice Memorial Hospital, Hongkong, opened.
1893—The Swedish barque *Doris* wrecked neer the Natuna Island.
1896—The Nova Scotian barque *Lynwood* wrecked on Pratas Reef.
1898—Strike of Officers British Indian Steamship Co., ended.

TO-MORROW.

Sunday, 17th February, 1901.

Chinese—*28th of 12th moon of 26th year of Kwang-sü.*

Sun—*Rises*	6hr. 32min.
Sets	5hr. 56min.
High water—*Morning*	8hr. 32min.
Afternoon	7hr. 30min.
Low water—*Morning*	2hr. 4min.
Afternoon	0hr. 59min.

ANNIVERSARIES.

1564—Michael Angelo died.
1843—Defeat of the Scinde Chiefs at Meeanee by Sir Charles Napier.
1848—New Colours presented to the 95th Regiment at Hongkong.
1861—Duchess of Albany born.
1865—Charleston and Wilmington occupied by the Federals.
1880—Attempted assassination of the Czar.
1900—Death of the Marquis of Queensbury.

AGENDA.

TO-DAY.

9 p.m.—Sharp. Harmston's Circus at the Recreation Ground (near the Race Course.)

Cargo ex *City of Peking* subject to rent.

TO-MORROW.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church, Wanchai:—Mass *(Chin.)* 6 a.m., *(Port.)*, 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service *(English)*, 9 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Church.
West Point.

Quinquagesima Sunday, February 17th.
11 a.m.

Hymn 518; Venite, Crotch; Te Deum, Russell; Benedictus, Turle; Hymns, 374, 12, 70.
(6.30 p.m.)

Hymn, 419; Magnificat, Woodward; Nunc Dimittis, Tonus Peregrinus; Hymns, 534, 16, 53.

The Mission Launch *Dayspring* will call on the ships on Sunday morning between 9 and 10.30 a.m.; to take men ashore for the services. The "answering pennant" may be hoisted.

Union Church.
Sunday, 17th February, 1901.
(11 a.m.)

Voluntary, "12th Nocturne" Chopin; Hymn, No. 279 (Hanover) Croft; Hymn, No. 262 German; Psalm, No. 91 (Double Chant) Mornington; Anthem, No. 17 "Enter not into judgment" Attwood; Hymn, No. 263 (Hollingshide) Dykes; Sermon, "The 4 iron-spikes and 4 iron-smiths." Offertory, "Andante" from 6th Organ Sonata Mendelssohn; Concluding Voluntary, "Allegro" from the same.

6 p.m.

Voluntary, "Andante" Mozart; Hymn, No. 486 (Angelus) Scheffler; Hymn, No. 301 (Tune 386) Dykes; Hymn, No. 271 (Wiltshire) Smart; Hymn, No. 315 (St. Albred) Dykes; Hymn, No. 525 (Melita) Dykes; Voluntary, "Marche Triomphale" Guilmant.

MONDAY, 18th.

Glen steamer *Glenturret* leaves for Manila.

Daylight—N. Y. K. steamer *Tamba Maru* leaves for Japanese Ports.

3 p.m.—Public Auction of Crown Land at the P. W. D.

4 p.m.—C. N. Co.'s steamer *Changsha* leaves for Manila and Australian Ports.

5 p.m.—C. M. Co.'s steamer *Diamante* leaves for Manila.

WEDNESDAY, 20th.

Daylight—O. S. K. steamer *Anping Maru* leaves for Coast Ports.

Daylight—O. S. K. steamer *Akashi Maru* leaves for Coast Port.

Noon—N. D. L. Co.'s steamer *Sachsen* with Mails etc. leaves for Southampton.

THURSDAY, 21st.

Noon—Meeting of the Shareholders of George Fenwick and Co. Ld. at the Hongkong Hotel.

Cargo ex *Tamba Maru* subject to rent.

FRIDAY, 22nd.

Daylight—N. Y. K. steamer *Kado Maru* leaves for Marseilles, via Singapore etc.

Noon—N. Y. K. steamer *Rosetta Maru* leaves for Japanese Ports.

4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves Manila and Australia.

Austrian Lloyd's steamer *China* leaves for Yokohama and Kobe.

SATURDAY, 23rd.

Noon—O. & O. Co.'s steamer *Gaelic* leaves for Honolulu via Shanghai, etc.

MONDAY, 25th.

Noon—Meeting of the Shareholders of the Hongkong and Whampoa Dock Co. Ld. at their Office.

THURSDAY, 28th.

Boxing Tournament at the Theatre Royal City Hall under the management of Mr. C. T. Robinson.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English *(Bengal)* to-morrow.
Canadian *(Empress of Japan)* to-morrow.
German *(Sachsen)* 18th inst.
Australian *(Chingtu)* 19th instant.
American *(Gaelic)* 19th instant.
American *(Hongkong Maru)* 20th instant.
German *(Bayern)* 20th instant.
Australian *(Airlie)* 22nd instant.
American *(China)* 1st prox.
American *(Doric)* 12th prox.

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The P. & O. S. N. Co.'s steamer *Nankin*, left Bombay for this port yesterday, the 15th inst.

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The O. & O. S. S. Co.'s steamer *Gaelic*, with Mails, &c., left Shanghai for this port to-day, the 16th inst., at 6 p.m.

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The N. P. Co.'s steamer *Queen Adelaide*, sailed from Tacoma for Japan and Hongkong on the 14th inst.

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The Imperial German Mail steamer *Sachsen*, left Shanghai to-day a.m., the 16th inst., and may be expected here on or about Monday, the 18th inst.

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The N. L. Co.'s steamer *H. H. Meier*, chartered by the Imperial German Government has left Colombo on the 13th inst., and may be expected here on Saturday, the 23rd inst.

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The T. K. K. steamer *Nippon Maru*, with Mails, &c., which left hence Jan. 12th for San Francisco *via* Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, Honolulu, arrived at her destination on the 8th inst.

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HONGKONG AND WHAMPOA DOCK RETURNS.

S.M.S. *Hansa*	at	Kowloon	Dock.
U.S.S. *Isla de Luzon*	"	"	"
U.S.S. *Bennington*	"	"	"
H.M.S. *Goliath*	"	"	"
Zaire	"	"	"
Hue	"	"	"
Hansa	"	"	"
Nanyang	"	"	"
Avalanche	"	"	"
Thales	"	"	"
Sugrib	"	"	"
Hankow	"	Cosmopolitan	"
Sabine Rickmers	"	"	"

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PASSED THE CANAL.

Outward—18th Jan.—*China, Chittagong, Flandria*. 22nd January—*Khalif, Stentor, Nurnberg, Tonkin, Roland, Nithsdale*. 25th January—*Annam Kelvindale, Tanglin*. 29th January—*Bayern, Bombay, Glenartney, Halle, Glenesk, St. Andrews*. 1st February—*H. H. Meier, Sanuki Maru, Idomeneus, Wittenberg, Orel, Atlas, Elektra*. 5th February—*Adria, Olimpo, Plassy, Radnorshire, Sarnia, Irene*. 8th February—*Agamemnon, Bencleuch*. 12th February—*Gisela, Japan, Stuttgart, Hudson*.

Homeward—5th Feb.—*Bamberg, Verona*. 8th February—*Dardanus*. 12th February—*Hitachi Maru*.

Arrivals at Home—2nd February—*Prinz Heinrich, Hillglen, Ulysses*. 7th February—*Glengarry, Ambria, Occanien, Nurnberg, Shinano Maru, Roland*. 9th Feb.—*Frankfurt*. 13th Feb.—*Aragonia, Kaimakura Maru, Halle*.

Shipping.

Arrivals.

HAITAN, British steamer, 1,183, J. S. Roach, 16th Feb.,—Foochow 13th Feb., Amoy 14th, and Swatow 15th, General.—Douglas, Lapraik & Co.

KACHIDATE MARU, Japanese steamer, 3,650, S. Fujiki, 16th Feb.,—Kuchinotzu 10th Feb., Coal.—Mitsui Bussan Kaisha.

CHOWTAI, German steamer, 1,115, J. A. Morris, 16th Feb.,—Bangkok 7th Feb., Rice and Timber.—Butterfield & Swire.

PEIYANG, German steamer, 952, R. Köhler, 16th Feb.,—Wuhu and Chinkiang 11th Feb., Rice and Oil.—Siemssen & Co.

PELAVO, British steamer, 1,100, Binns, 16th Feb.,—Swatow 15th Feb., Ballast.—Ah Hon.

DAIJIN MARU, Japanese steamer, 899, T. Ogata, 16th Jan.,—Tamsui 13th Feb., Amoy 14th, and Swatow 15th, General.—Mitsui Bussan Kaisha.

PROGRESS, German steamer, 687, P. Brandt, 16th Feb.,—Touron 12th Feb., Coals Rice and General.—Siemssen & Co.

HANOI, French steamer, 749, Pannier, 15th Feb.,—Haiphong and Hoihow 14th Feb., General.—A. R. Marty.

CHELYDRA, British steamer, 2,467, J. T. Davies, 16th Feb.,—Calcutta via Penang and Singapore 9th February, General.—Jardine, Matheson & Co.

THALES, British steamer, 820, A. Robson, 16th Feb.,—Swatow 15th February, General.—Douglas, Lapraik & Co.

AKASHI MARU, Japanese steamer, 974, R. Sudzuki, 16th Feb.,—Swatow 15th Feb., Ballast.—Mitsui Bussan Kaisha.

Clearances at the Harbour Office.

Decima, German str., for Saigon.
Loksang, British str., for Shanghai.
Hoimoon, British str., for Canton.
Maria Teresa, Austrian str., for Singapore.
Pak Kong, British str., for Canton.
Peiyang, German str., for Canton.
Fausang, British str., for Nagasaki.
Daijin Maru, Japanese str., for Swatow.
Kachidate Maru, Jap. str., for Kutchinotzu.
Glaucus, British str., for Singapore.
Pelayo, British str., for Singapore.
Loosok, British str., for Bangkok.
Hongkong, French str., for Haiphong.
Bormida, Italian str., for Singapore.
Tamba Maru, Japanese str., for Nagasaki.
Honoi, French str., for Quong-chow-wan.
P. C. Kuo, British str., for Bangkok.
Michael Jebsen, German str., for Haiphong.
Cowrie, British str., for Yokohama.

Departures.

Feb. 16, *Coromandel*, British str., for Europe.
Feb. 16, *Toonan*, American str., for Canton.
Feb. 16, *Kingsing*, British str., for Canton.
Feb. 16, *Iltis*, German gunboat, for Canton.
Feb. 16, *Fausang*, British str., for Nagasaki.
Feb. 16, *Bormida*, Italian str., for Singapore.
Feb. 16, *Maria Teresa*, Austrian steamer, for Singapore.

Passengers—Arrived.

Per *Chowtai*, from Bangkok—14 Chinese.

Per *Haitan*, from Coast Ports—Mr. A. G. Wood, Mrs. Smith and child, Capt. H. M. Richards, Capt. F. S. Flower, Lieut. de L. Williams, Rev. G. H. Waten, Mr. Rozn, Miss L. d'Almeida, Messrs. S. A. d'Almeida, Tan Kee Hong, Luk Kin Quam, T. A. Su, Tai, and 160 Chinese.

Per *Tamba Maru*, from London, &c. for Hongkong—Lady Brownrig, Mrs. Worsby, Messrs. H. W. Haiton, J. E. Gibson, Sam Boo Teng, Mr. and Mrs. Hast, Messrs. G. F. Taylor, M. Taylor, E. A. Johnson, A. O. Brown, Tensi, Files, Alex. F. Henton, and 1 Chinese. For Kobe—Prof. Nakazaow, Miss K. Shimakura, Messrs. H. Sakano, Y. Ozawa, J. Hudo, K. Takagi, T. Tawada, S. Kita, Ishiguro, and 2 Japanese. For Yokohama—Mrs. F. Payne Kirby Nurse Orsby, Messrs. S. Sakata, N. Sudzuki, B. Kusakabe, S. Takenchi, K. Watano, S. Hornsby, E. Hornsby, G. Hornsby, S. Kobayashi, S. Idzuka, Miss K. Oguri, Master P. Mastuno, and 5 Japanese.

Per *Chelydra*, from Calcutta, &c.—Mrs. Beattie, Miss Jakobson, Col. Mansel, and Lieut. Duvelon.

Departed.

Per *Coromandel*, from Shanghai for London—Capt. Fraser and servant, Mr. and Mrs. Gibbs and family, Miss Rudland, Mrs. Gracie, Capt. G. Montgomerie, and J. McKechie. For Marseilles—Dr. & Mrs. Kember and infant, Misses Culverwell and Lloyd. For Bombay—Lieut. S. B. Combe, and W. R. Digaria. For Singapore—Messrs. Noon, and H. W. Buckland. From Hongkong for Singapore—Mr. Bell. For London—Asst. Surveyor Harrison, Sergt. and Mrs. Rooks and family, Gunners Beal, R.A., Smith, R.A., Driver Harris, R.A., Mr. and Mrs. Frank R. Wells, Mr. and Mrs. Lawler, Messrs. Jas. T. Wachob, J. L. and W. T. Davis.

SHIPPING REPORTS.

Capt. R. A. Binns, of the steamship *Pelayo*, from Swatow, reports:—Light to moderate winds and fine weather.

Captain K. Sudzuki, of the steamship *Akashi Maru*, from Swatow, reports:—Gentle N.E. breeze and overcast cloudy weather with hazy at times.

Capt. J. T. Davies, of the steamship *Chelydra*, from Calcutta, Penang and Singapore, reports:—Strong monsoon and rough sea, generally fine throughout.

Capt. A. Robson, of the steamship *Thales*, from from Swatow, reports:—Moderate N. winds, fair and cloudy. Vessels in Swatow:—German gunboat *Seeadler*, French gunboat *Comet*, s.s. *Pakhoi, Singan, Tamsui, Hsin Chi*, and *Pechili*.

Captain J. S. Roach, of the steamship *Haitan*, from Foochow, Amoy and Swatow, reports:—Foochow to Amoy moderate N.E. to light N.N.W. breeze, moderate sea, fine and clear, Amoy to Swatow moderate N.E. breeze and sea, fine and clear. Swatow to port light to fresh N.W. breeze, slight swell, dull overcast weather. Vessels in Foochow:—H.M.S. *Britomart* 1 French cruiser, and s.s. *Fooksang*. In Amoy:—H.M.S. *Wallaroo*, 1 French gunboat, and a German cruiser. In Swatow:—s.s. *Singan, Pechili, Tamsui*, and *Pelayo*.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Empress of Japan	Shanghai	To-morrow
Bengal	Singapore	To-morrow
Sachsen	Shanghai	Feb. 18th
Gaelic	Shanghai	Feb. 19th
Chingtu	Port Darwin	Feb. 19th
Kasuga Maru	Japan	Feb. 19th
Glenogle	Japan	Feb. 19th
Stentor	Singapore	Feb. 19th
Hongkong Maru	Japan	Feb. 20th
Bayern	Singapore	Feb. 20th
China	Singapore	Feb. 20th
Airlie	Port Darwin	Feb. 22nd
Miike Maru	Bombay	Feb. 22nd
China	San Francisco	Mar. 1st
Doric	San Francisco	Mar. 12th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Akashi Maru	Swatow, &c.	Feb. 20th
Alcinous	London	Feb. 23rd
America Maru	San Francisco, &c.	April 23rd
Bamberg	Havre, &c.	April 5th
Bayern	Straits, &c.	Mar. 20th
Bengal	Shanghai	Feb. 17th
Bombay	Shanghai	Feb. 28th
Changsha	Port Darwin, &c.	Feb. 18th
China	Yokohama & Kobe	Feb. 22nd
China	San Francisco, &c.	Mar. 12th
Chingtu	Kobe & Yokohama	Feb. 25th
City of Peking	San Francisco, &c.	April 30th
City of Rio	San Francisco, &c.	April 6th
Coptic	San Francisco, &c.	April 13th
Deucalion	London	Mar. 19th
Diamante	Manila	Feb. 18th
Doric	San Francisco, &c.	Mar. 19th
Duke of Fife	Victoria, B.C.	Mar. 15th
Eastern	Sydney, &c.	Feb. 27th
Else	Yokohama	Feb. 18th
Emp. China	Vancouver, &c.	April 3rd
Emp. India	"	April 24th
Emp. Japan	"	Mar. 13th
Eva	Portland, &c.	Mar. 10th
Folmina	New York	Feb. 28th
Freiburg	Havre, &c.	Mar. 5th
Gaelic	San Francisco, &c.	Feb. 23rd
Glaucus	Liverpool	Feb. 18th
Glenogle	Victoria, B.C.	Mar. 22nd
Glenturret	Manila	Feb. 18th
Gyneric	New York	Ok. desp.
Hamburg	Straits, &c.	June 13th
Hongkong Maru	San Francisco, &c.	Mar. 2nd
Ixion	London	Mar. 5th
Kasuga Maru	Sydney, &c.	Feb. 22nd
Kiautschou	Straits, &c.	Mar. 6th
König Albert	Straits, &c.	April 17th
Loongsang	Manila	Feb. 22nd
Marburg	Havre, &c.	Mar. 15th
Nippon Maru	San Francisco, &c.	Mar. 28th
Parramatta	Europe, &c.	Mar. 2nd
Plassy	Shanghai	Mar. 2nd
Preussen	Straits, &c.	May 29th
Prinz Heinrich	Straits, &c.	May 15th
Prinzess Irene	Straits, &c.	May 1st
Rosetta Maru	Japan	Feb. 22nd
Sachsen	Straits, &c.	Feb. 20th
Sado Maru	Marseilles, &c.	Feb. 22nd
Sarnia	Havre, &c.	April 15th
Shanghai	London	Feb. 21st
Sibiria	Havre, &c.	Mar. 25th
Strathgyle	San Diego, &c.	Mar. 20th
Stuttgart	Straits, &c.	April 3rd
Sungkiang	Manila	Feb. 22nd
Tacoma	Victoria, B.C.	Mar. 1st
Tamba Maru	Nagasaki, &c.	Feb. 17th
Victoria	Victoria, B.C.	Mar. 6th

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU ..... J. W. Wale	NAGASAKI, SASEBO, KOBE and YOKOHAMA	TO-MORROW, 17th Feb., at Daylight.
SADO MARU ..... W. Thompson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Feb., at Daylight.
ROSETTA MARU ..... N. Tate	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Feb., at Noon.
KASUGA MARU ..... E. W. Haswell	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Feb., at 4 P.M.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 16th February, 1901. [6

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
FREIBURG ..... Proesch	HAVRE, BREMEN and HAMBURG, (LONDON with transhipment in HAMBURG)	5th March.	Freight.
MARBURG ..... v. Binzer	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 15th March.	Freight.
SIBIRIA*	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 25th March.	Freight and Passage.
BAMBERG ..... Jacobs	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 5th April.	Freight.
SARNIA* ..... Schlaefke	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 15th April.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

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TOYO KISEN KAISHA.
U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 2nd Mar., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"—

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

U.S. MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 12th Mar., at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 6th April, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 30th April, at Noon.

THE U.S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 12th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

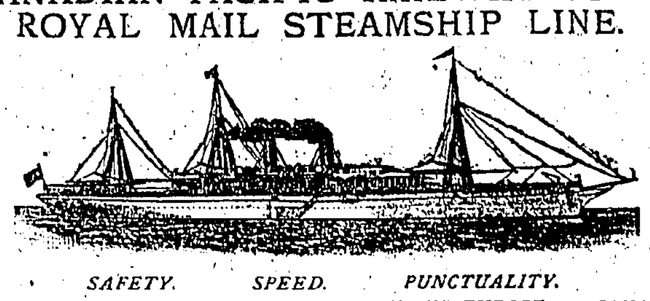
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901



1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Eybus, R.N.R.....WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 3rd April.
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 13th February, 1901. [3

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 23rd Feb., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 19th March, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 13th April, at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 29th January, 1901

OREGON AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGAN RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR:) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA,"

2,088 tons. Capt. Petersen.

This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR:) VIA MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M., the day previous to sailing. Parcel packages will be accepted at the Office of the Undersigned until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or:), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or:)

For further Information as to Freight rates, &c., apply to

ARNHOLD, KARBERG & Co.,
Agents.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Tacoma	2,811	A. Dixon ...	Mar. 1
Victoria	3,502	J. Panton ...	Mar. 8
Duke of Fife ...	3,821	J. S. Cox.....	Mar. 15
Glenogle	3,750	W. Frakes...	Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 4th February, 1901. [4

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, *VIA* SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Strathgyle	5,023	Wednesday	Mar. 20

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about WEDNESDAY, the 20th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 9th February, 1901 [184c

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	To Sail.
YOKOHAMA	"ELSE"	18th Feb., at Noon.
MANILA	"CHANGSHA".....	18th Feb.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"CHANGSHA".....	18th Feb.
MANILA	"SUNGKIANG" ...	22nd Feb.
KOBE and YOKOHAMA	"CHINGTU".....	25th Feb.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th February, 1901. [51c

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	To Sail.
LONDON.....	"ALCINOUS"	Pulford	23rd February.
"	"IXION".....	Robinson	5th March.
"	"DEUCALION".....	.....	19th March.
LIVERPOOL ..... (Taking Cargo at LONDON RATES).	"GLAUCUS".....	.....	18th February.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 15th February, 1901. [12

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched as above, on MONDAY, the 18th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 14th February, 1901. [206c

"GLEN" LINE OF STEAMERS.

FOR MANILA.

THE Company's Steamship

"GLENTURRET,"

Captain R. Webster, will be despatched for the above Port, on MONDAY, the 18th instant.

For Freight, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 15th February, 1901. [210c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 15th February, 1901. [161c

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU,"

(3,820 Tons Gross, Captain E. W. Haswell), will be despatched for the above Port, on FRIDAY, the 22nd instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 13th February, 1901 [202c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA,"

Captain R. Mayer, will leave for the above places, on FRIDAY, the 22nd instant, P.M.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 12th February, 1901. [196c

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on WEDNESDAY, the 27th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th February, 1901. [176c

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"FOLMINA,"

will sail at the end of February, and will be followed by the S.S. "GYMERIC," at the middle of March.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

To be Let.

TO LET.

A HOUSE in RIPON TERRACE.

No. 2, FAIRVIEW, KOWLOON.—From 1st APRIL.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 16th February, 1901 [209c

TO LET.

"WESTLEY," with TENNIS COURT and GARDEN.—Possession on 1st MAY.

RICHMOND TERRACE, Nos. 2 & 5, Possession on 1st APRIL; No. 6, Immediate Possession.

Apply to
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.

Hongkong, 7th February, 1901 [179c

Consignees.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 21st instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 25th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 15th February, 1901. [211c

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th February, 1901. [4

ROBINSON PIANO CO., LIMITED.

HONGKONG, SHANGHAI, SINGAPORE.

MANUFACTURERS OF

IRON-FRAMED

PIANOS.

$215, $290, $345, $400.

HAAKE, METZLER, WERNER.

WE personally searched Germany and England thoroughly and found nothing to come near these. They are altogether *unequalled in the Colony*. Please see them before buying.

Others by
COLLARD, BRINSMEAD, BACHALS,
HIGH PAYMENT SYSTEM

THE INTERESTS OF THE BRITISH EMPIRE IN THE FAR EAST AND THE NEEDS OF THE NAVY.

Ladies and Gentlemen,

On behalf of the Navy League, I have been requested to endeavour to lay before you this evening, a plain statement of the preponderating interests of the British Empire in the Far East, as compared with other Western nations; and also a few facts as to the Needs of the Navy as a whole.

Recent events have revealed the fact that a remarkable degree of ignorance of Eastern affairs prevails in the old country, not only among the rank and file of the people, but also amongst our leading men, who seem to have been for a time completely fogged, when the outbreak in the Far North took the country by surprise.

Perhaps this is not to be wondered at, considering the pace at which people have to live in modern times, and to the fact that the eyes of all Western nations were, for the time, hard set on South Africa.

The struggle there has been a hard one, but we have emerged from it stronger than ever we were, and, as a United Empire, our Colonies have declared with one voice, that they will stand by the old country, and have proved their words by sending their best and bravest to fight for the Home Land, and in future there will be no question that among people of British descent "blood is thicker than water."

We have made great sacrifices, we have gained something and we have learned much as a nation as well as individually, that we did know before; and among other things, we have learned, that our race *has not degenerated*, and that the British bayonet in the hands of our young soldiers, British born, or Colonial, is still as potent a weapon as it was in the days of Brown Bess, and that their behaviour in victory or defeat has been all that could be desired. We have also learned that our gallant blue jackets, officers and men, are even better than they were in old days, and we desire to see the improvement kept up and an adequate Navy maintained, ever ready and efficient, as the surest guarantee of peace.

To take our own Colony of Hongkong first as an instance of the magnitude of Imperial British interests in the Far East. I must crave forgiveness if I quote a few dry statistical figures in support of the general statement "that this Colony is of supreme importance to the Empire, as its furtherest outpost, coaling station, and naval base," with a trade capable of infinite expansion. Wei-hai-wei does not count yet for, though it is a better place *for our purposes* than Port Arthur, there is not a big gun in position, or any attempt being made beyond dredging, to convert it into a secondary naval base, as was promised; and for some reason or other, probably the want of defences, large quantities of supplies have been returned to Shanghai from there.

Now, if there is one thing more than another wanted in the far North at the present time, with a large number of our war ships and transports between Shantung promontory and the Liautung gulf, it is a base port, which Wei-hai-wei should have been by this time. We do not know what the winter has in store for us. Our ships cannot stop at Taku bar through the winter on account of the ice. Shan-hai-kwan is nearly as bad, and there is nothing nearer than Hope Sound or Chefoo, neither of them desirable places, after December, and I have had many years' experience of the Gulfs of Pechili and Liau-tung summer and winter, and have often taken advantage of the welcome shelter of Wei-hai-wei.

Possibly South Africa overshadowed Wei-hai-wei, anyhow it has been unaccountably neglected, nay more, Lord Salisbury went out of his way to prevent any railway enterprise being allowed at the place and thus destroyed the chances of the port as a place of shipment, which he need not have done, had he been kept better informed. The place itself is no more than walled fishing village, but there is a good country behind, now booked for Germany!

The Harbour-Master's report of this Colony for 1899 shows the total tonnage entered and cleared during the year, to be in round figures 18 million tons, being an increase of 35,000 tons on the previous year. Of this total tonnage, 48 per cent. was under the British flag, 26·4 per cent. under foreign flags, and 25·6 per cent. of junk trade. Taking steamers alone, 68·17 per cent. was British. The British river tonnage amounted to 3,550,169 tons entered and cleared, which shows the importance of the British trade with Canton, Macao, and the West River ports; and when matters are settled on a new basis, as they must eventually be, this trade is capable of infinite expansion, though it is temporarily under a cloud, owing to Chinese official obstruction. Sir Robert Hart's famous river trade regulations, together with disturbances and unrest in the Southern provinces.

The figures I have just quoted show that Hongkong is the most important of all the British foreign possessions in the matter of Shipping. Besides, the tonnage already mentioned which is recorded in the books of the Harbour Department, there are no less than 165 Steam Launches employed in the Harbour, and of these 71 are licensed for the conveyance of passengers, 77 are owned by private individuals or firms, 12 are the property of the Colonial Government, and 5 belong to the Military Authorities.

These Launches are all built in the Colony, and Hongkong has become celebrated for the excellence of its small Steam Craft, which are built and exported all over the Far East from Vladivostock to Java and the Straits and to Europe.

The returns of *British* tonnage for 1899 are rather less than for the previous year, caused by a large influx of tramp colliers during 1898, which were afterwards employed in the inflated rice trade with Japan. These have since all returned home. Another cause was the Northern Pacific Line of Steamers being turned over to the United States flag, but in spite of all this, the actual British tonnage has increased by 19,368 tons, due to the substitution of large for small vessels, and there is every reason to believe it will continue in the future.

To turn to the matter of crews, we find 312 British Ocean Vessels entered for 1899, many of these making numerous trips during the year. They carried 2,286 British officers and 27 foreign officers, as follows:—

British	2,286
German	10
United States	8
Danish	5
Swedish	1
Austrian	1
Portuguese	2
Total	2,313

The proportion of foreign officers was therefore 1.18 per cent covering six nationalities, a decrease of 0.62 per cent; with an increase of ships.

The question of Crews, is of interest from the Navy League point of view, whose object it is to have British ships manned by British subjects, in view of what will happen in a European war; and it would be of advantage if the reports distinguished between British, Indian, Lascars, Chinamen, and other Asiatics.

During 1899, 18,354 seamen were shipped and 21,094 discharged at the Mercantile Marine Office.

There were 291 Foreign Ocean Ships with 1,867 Officers, of whom, 253 were British.

In Japanese	Ships.....	159	British
„ Chinese	„ ...	73	„
„ French	„ ...	9	„
„ Belgian	„ ...	8	„
„ United States	„ ...	3	„
„ German	„ ...	1	„
Total...	253	„	Officers.

The proportion of British Officers in Foreign Ships was therefore 15·6 per cent. distributed over six nationalities, an increase of 4·3 per cent on 1898.

Of the Crews of British Vessels.

17·6 per cent. were British.
0·7 „ „ „ other Europeans.
81·7 „ „ „ Asiatics.

Of the Crews of Foreign Vessels.

2·2 per cent. were British.
24·0 „ „ „ other Europeans.
73·8 „ „ „ Asiatics.

showing a tendency towards greater employment of Asiatic labour in both British and foreign vessels, with a reduction in the proportion of Europeans. 212 distressed seamen were received, of these 33 were sent to the United Kingdom, 1 to Singapore, 2 to Sydney, 1 to Calcutta, 1 was drowned, 3 died, 2 remained in gaol, 4 at Government Civil Hospital, 165 obtained employment.

$5,142.25 were expended on behalf of the Board of Trade, and $704 by the Colony on behalf of these men. There were, however, a good many other hard cases, who probably were unable to produce papers, having doubtless run from their ships, and were more or less a nuisance to the community, which it is hoped the continuous discharge system will lessen.

CONTINUOUS DISCHARGE SYSTEM.

For the benefit of those who are not acquainted with shipping matters, I had perhaps better explain what the continuous discharge system is.

Each seaman will be provided with a little book, easily carried in the pocket, wherein is entered his personal description and the date of every shipping and discharge during his career as a seafarer. His record of conduct and ability is also entered and has to be *visited* by a Shipping Officer or Consul, and without this book he will be unable to obtain employment. It contains his full record of service at sea and in future no one need accept the marvellous tales told by the Beachcomber.

We now come to the trade of Hongkong, a very important British interest, roughly estimated to be worth £50,000,000 per annum.

The total import trade for 1899 was carried in 28,010 vessels which brought 5,707,898 tons of cargo, of which 3,750,195 tons were discharged in Hongkong, exclusive of the Local Junk trade. The total Export trade for 1899 was carried by 27,692 vessels of 8,563,127 tons which took 2,914,797 tons of Cargo, and shipped 493,871 tons of bunker coal.

Thus we have:—

Imports	
British ships	1,718,003 tons
Foreign „	1,463,602 „
Exports	
British ships	1,144 090 tons
Foreign „	859,806 „
Transit	
British ships	1,191,828 tons
Foreign „	765,875 „
Bunker Coal	
British ships	280,747 tons
Foreign „	213,124 „
Grand total...	7,637,075 „

Exclusive of the local Junk trade.

OPIUM.

	1898	1899	Increase
Imported	39,393½ chests	41,690 chests	2,297½ chests
Exported	37,828½ „	40,524 „	2,695½ „
Through cargo not landed	15,482½ „	17,346 „	1,863½ „

The import of opium is of interest, inasmuch as the balancing of the Indian budget depends on it; without the revenue derived from opium there would be a defecit. The opium Commission effectually laid all the bogies conjured up by "the Anti Opium League," and Indian opium is now as free from suspicion as is the most ordinary article of commerce, though in time it will be supplanted by the Chinese grown drug.

REVENUE.

The total revenue collected by the Harbour Department during 1899 was $190,555 cents 50, being on increase of $6,927 cents 49 on the previous year, made up as follows:—

1	Light dues	52,406.93
2	Licences & Internal Revenue	39,127.40
3	Fees of Court and Office	99,021.07
	Total...	190,555.50 say £19,055 Stg.

EMIGRATION.

61,075 Emigrants left Hongkong for various places during 1899, 44,358 were carried by British ships and 16,719 by foreign ships, 110,448 were reported as having been brought to Hongkong from places to which they had emigrated, and of these 86,235 were brought in British ships and 24,213 in foreign ships.

The full details of all these matters will be found in the *Government Gazette* of the 2nd of June 1900, the latest official publication bearing on the subject available and from which I have quoted, so that the figures I have given you are stamped with the seal of authority.

I must apologize for the infliction, but it was necessary to give them, seeing the object we have in view is to convince the public mind, in the interests of the public, having no political, party or selfish ends to serve, but in all things adopting the watch-words of the Navy League, which may be condensed into the words "For our Country."

THE COAST PORTS TRADE.

The total value of the foreign trade of the eight principal Coast ports of Canton, Swatow, Amoy, Foochow, Shanghai, Chefoo, Tientsin, and Newchwang, is roughly about £44,000,000 sterling per annum, of which something like 70 per cent is British. For the year 1899, the total foreign trade of China has been estimated at 69 million pounds sterling and the British share at 43 million pounds sterling, a stake sufficiently large to make it worth our while to look after, and this is nothing to what we may have under a process of prudent development, for we have as yet only reached the outer circle of China's millions of people. It may be of interest to compare the foreign trade of China in 1898, which was equal to about 2/10½ d. per head of her population and the foreign trade of Japan in 1897, which was about 18/4 d. per head. Now if this 18/4 d. rate is ever reached by China, the foreign trade of that country would be something like £345,000,000 sterling and if we maintain our present proportion of China's trade we stand to be great gainers.

We have a long lead over other nations which it behoves us to keep. It may be well to note the fact that of all the Coast Ports, Newchwang is the most important for British trade, after Shanghai.

The total value of the trade of Newchwang for 1899, was about seven million sterling and Customs revenues about £1,350,000 of which 40 per cent. was paid by British Merchants. Russia paid about 1 per cent., China 9 per cent, Japan 25 per cent, America and Germany 13 per cent, Norway and Denmark 8 per cent. Russia will of course try to divert this trade and will place all possible fiscal difficulties in the way of other Powers if allowed. She is in full charge at Newchwang, and holds the way to Port Arthur overland from her own frontier via the Regents Sword, and means to have Manchuria sooner or later, no matter what people say at present. Her total trade with China for 1899, was £3,330 000, sterling. I think I have now given figures enough to show the magnitude of British Imperial interest in the Far East; our communities are scattered along a coast line of some 3,000 miles in length from Pakhoi to Newchwang and surely our statesmen will consider them worthy of some attention and protection, seeing what they are doing for the Empire.

There can be no doubt that Russia will absorb such parts of Asia as she may find unable to resist her ever encroaching sweep, and the only thing that will stop her advance is the frontier of a Power as strong as herself, who will make its strength so apparent that Russia will think twice before she encroaches further. Until the growing incubus of Russia on the Empire of China is arrested, there can be no hope for China. Russia will continue her old methods and will continue to encroach until stopped by her own cure, brute force. To appeal to justice or reason will not serve to divert her, no treaties, compacts, or so called promises will have any effect in holding her back, she has Pekin and Manchuria in her grasp, the concord of Great Britain, the United States, and Japan being the only restraining factor at present. There is no possibility of shunting the trouble, it has got to come, and the sooner it is over, the better for all concerned. The hopeless divergence of the views of the Allies at Pekin is notorious. Diplomacy may succeed in adverting the threatening crisis for a time, but only for a time, and if our ship is properly steered the result will be a vast gain to our interests.

THE NEEDS OF THE NAVY.

We now come to consider the needs of the Navy as a whole.

As a phase of Home politics, promises of Army reform were scattered broadcast by candidates for seats in Parliament during the election campaign just over, and without doubt Army reform has been conclusively proved to be urgently required; but we have not heard a single word about the Navy! Can it be that the glamour of Ladysmith and South Africa generally, have blinded the eyes of our people to the needs of the Navy, which after all, is the first and most important thing to be sure about; for if the Navy is kept up to the mark, none of our possessions can be Ladysmithed.

Armies are defeated, and reassemble to fight again another day, but for a beaten Fleet, there is no such a thing possible under modern conditions.

Mr. Goschen has found the strain too much for him and retires from political life, having rendered splendid services to the country during his long career. He leaves the Navy better than he received it, but as an ex-Chancellor of the Exchequer, his ideas appear to be a bit warped by financial considerations, and perhaps by the break power of his colleagues, so that he was not quite the success as a Naval Administrator that people had hoped for. The Head of the Navy should be a man who when anything is required for the Navy, should never be asked to count the cost. Money can be replaced, our Navy beaten, can never be replaced, and here would end the History of the British, as a free race.

The *Times* in a recent issue remarked "that there is a feeling of uneasiness abroad, begotten partly of our bitter experiences in South Africa, partly of facts relating to the administration of the Navy, which are matters of common knowledge, and it warns the Admiralty that the situation may easily develop into a Naval scare." Now we do not want to see such a thing, which is always expensive. We want to be quite sure the Navy is ready for a modern war on the sea, and to ensure this it is necessary to have the search light of public opinion always turned on to our Naval Administration. Mr. Goschen's public utterances are not reassuring, and his explanations, though made "under as heavy a responsibility as ever a public man bore," cannot be accepted by the country as final, for we know that private builders were ready to undertake and did undertake, for foreign governments, to build and equip battleships or cruisers with guns and everything complete, down to the smallest detail. These are facts which neither Mr. Goschen nor anybody else has yet explained, with all due respect for the *Times*, and had the orders been given for which the country was ready to pay, the British Fleet in Chinese waters would not to-day be numerically the third on the list as to fighting strength! The delay with regard to H.M.S. *Glory* will probably have to be explained in parliament; this will be done in the usual stereotyped fashion, but this particular piece of Admiralty mismanagement has possibly cost us more than we known of, and will have to be taken up later on. The intelligence department of the Navy League is gradually being perfected and will in time get to the bottom of delays of this kind, which hardly ever take place outside the charmed red tape circle, and any shipbuilders who tried to fool the private ship-owner or public Company in a similar fashion would find the process very detrimental to his business, and as a matter of fact, it is never done, because the ship-owner knows what he wants and his builder takes care that he gets it, in return for cheques; thus the most harmonious relations prevail between ship-builder and ship-owner, and the former is always trying to meet or anticipate the wants of the latter; but the ponderous system of the Admiralty does not permit of such cooperation. Now, one of the great needs of the Navy is to have this ponderous system boiled down and simplified by a system of direct responsibility starting from the First Lord. Most of you are in a position to know what can be done by a merchant in this Colony; by a verbal order he can ship 1,000 tons of coal with the utmost despach by simply going to the telephone, and the coal will be going into boats half an hour after he has spoken, at a rate of 50 to 100 tons per hour per boat according to the need for haste. He can have 100 chests of opium or 100 boxes of treasure shipped with the utmost despatch. B/L and Insurance policies are handed in with the precision of clockwork, by simply giving the order. He has his system and knows he can trust his one or two responsible men *who are not hampered* by red tape and invariably see the work is done, and, in this Colony matters are greatly facilitated by the commercial integrity and business instincts of the Chinese Merchants.

The Admiralty can do good work if they get good warning and time for orders to filter through the various departments and the fearsome forms duly filled in, signed, counter-signed, checked and entered, but if you hurry them the machine gets clogged. Now all this is wrong, it may do all right in peace time, but when war is on, the only course is to pour out the money like water, and all hands combine to cover up tracks. This is the only course open and is the fault of the system. Then the superabundance of clerical work in the way of filling in innumerable intricate forms thrown on to our naval Officers of all ranks is a Treasury detail which might be simplified. Intricate forms in commercial life are found to be a nuisance, and are generally neglected, but a simple form showing at a glance what is wanted, is of the utmost value, in these days of rush and hurry; but apparently the tendency in our services is not towards simplicity, but towards complexity, against which individuals are powerless.

It is satisfactory to read from Mr. Goschen's own pen, in his farewell address to his constituents, of his extreme desire, "to keep the administration of the Navy entirely apart from party politics;" this is another need of the Navy, and should be insisted upon if we desire efficiency, and so far as I know, is the first public intimation of such an intention that has reached us from a responsible Minister, and is an indication that this constantly preached text of the Navy League has had some effect amongst politicians. We are a world power solely because of our command of the sea, and can only be sure of our existence as such, so long as we retain it, therefore the care of our Navy should be made an Imperial matter and kept outside the bounds of party strife, so far as is possible under our present system of government.

Were our Fleet defeated and disabled, no invasion of the United Kingdom would be necessary, for all the victorious Powers would have to do, would be to cut off the food supplies which are incessantly pouring into our Ports; the end would then be a matter of weeks! or perhaps days! according to our supplies in hand at the time, for though we may have iron to make pots, and coal to boil them, the boiling of pots without food in them would not avail us much. This has been advanced as a reason why every City and Town in the United Kingdom should have a war store of the most concentrated non perishable forms of food laid up against a rainy day, with a special fund and committee of public men to manage on one plan for the whole country, selling off and renewing as might be deemed necessary. Whether this is practicable on such a vast scale experiment alone can determine, some say it is not, and give good reasons, but we have an adage that says "where there is a will there is a way," and the knowledge that such a store was there would inspire great confidence.

With regard to our strength in battleships it must be impressed on the people that the standard laid down by the three Admirals known as the five to three, and still considered necessary by our fighting Admirals, *has not been maintained!* The members of the Navy League have no desire to cause unnecessary alarm, and nothing but a sense of grave responsibility could make them speak out to their own kith and kin whose interests are their interests, as they do, at the risk of being branded as scaremongers, and say, "the Government have imperilled our command of the sea, let them act at once ere it be *too late*."

Hitherto it has been almost an article of faith that Great Britain was strong enough to bear the attack of two or more of the continental Powers at sea, and so far as can be ascertained, on no better grounds, than that we all wish to believe this idea to be a fact, but it is not, for the politicians have blinded the people and have reduced the three Admirals' standard, till at the present time we have little more than a numerical equality.

In the Far East Germany has four battle ships to our three. France and Russia combined will shortly be in the same position of superiority, and this though Great Britain and her colonies possess 70 per cent of the trade of China. Now our naval force cannot be considered sufficient when our strongest foreign squadron is left inferior in numbers to possible antagonists. Of course we all hope that it will never come to war between our good friends the Germans and ourselves or with France, or Russia, but it is no good blinking the fact, that Empires are ruled by self interest, not by sentiment; for there is always a possibility of complications, and it is our duty as Britons, who love our own Country better than any other, to be always ready for any move on the continental chess board. Doubtless our Admiralty are at present of opinion that in the event of war, conclusions will be settled in European waters and view with suspicion any attempt to weaken our Home fleets of battleships by red herring tactics, and perhaps they are right, but if so, the sooner we have another Naval defence Act, the better for us. The public have got it into their heads, that whatever failures the War Office and General Staff have made in South Africa, the Navy is ready "to go anywhere and do anything" that may be set before it and they have always held that opinion with good reason.

The handy man is deservedly the object of universal admiration, because of his unswerving loyalty, perfect discipline, marvellous mobility, readiness of resource and cheerfulness under discomfort, to say nothing of his bull-dog qualities in action, that people are a little apt to overlook the fact that most of these qualities are the result of constant and careful training and are not born with the men, but cost much money to impart, so that it must be ever kept before the public that to continue its efficiency the service must be kept supplied with all those things requisite to maintain an adequate Navy fully up to the standard of the three Admirals. How many people are aware that during the years 1897,98 and 99 the House of Commons voted for new construction the sum of £23,733,221 sterling, of which sum only £19,113,222 sterling was spent, leaving a sum of no less than £4,621,940 sterling which was not spent, the excuse being "that ship-builders were unable to build fast enough." Now this has been categorically denied by ship-builders, and every one who is acquainted with modern ship-building developments in the United Kingdom, can testify, that foreign Governments were able to get their orders executed up to time, complete in every detail!

It really is only a question of paying liberally for what you want, and builders will get it done. Witness the splendid battle-ships turned out by private firms for the Japanese Government, but our system is such that our best men at the Admiralty are prevented from knowing what they really do want, so that contractors are humbugged and money wasted over alterations to vessels building and the excuse given is "the progress of invention"! This is one of the principal causes of delay in the completion of our war-ships, and one of the reasons why many of our great building yards fight shy of Government work. There is no question as to the admirable work turned out in the past by the Royal dockyards, but the present system is not conducive to speedy building, and the spurt recently tried as against private yards, has not been kept up. Thus we see that a need of the Navy is to introduce a simpler and more modern method of management into Government establishments. This will be like "the labours of Hercules, but it can be done, and there are no lack of models.

In taking into consideration the proportion of naval strength necessary to insure victory as against any of our possible antagonists, there are many things to think of besides the actual count of battle-ships on the scale of "the three Admirals report," *viz* generally accepted as the standard at which we must aim, and the first thing to insist upon is that in counting battle-ships, the Admiralty strike off the list all antiquated, inefficient or obsolete vessels having muzzle loading guns and low speed, and include only such modern ships as are fit to take their place, to the satisfaction of our fighting Admirals, in the line of battle.

It is no use striking off the *Warrior* and two or three similar old crocks under pressure of a little popular excitement and adding them on again when it has blown over, thus deluding the people into the belief that there are a certain number of 1st class battle-ships ready for sea.

Lord Salisbury closed his great speech at the Lord Mayor's banquet by a fervid appeal to the people to maintain their defences in such perfect condition "that we shall not be exposed to any sudden interruption of the peace upon which our prosperity depends." The supreme condition he said, "is that no reform, no improvement, is of the slightest importance, unless security against external interference is obtained by putting our defences in such a state that no accident may happen beyond our borders, that shall make our security doubtful."

These words we may be sure were well weighed before being uttered, and it is hardly possible to conceive anything of greater weight or more solemn warning than this, coming from such a source before such an audience at a time like the present, with the atmospheres of Europe and the East charged with electricity, only requiring a spark to set it off. No man in the Empire knows better than our venerable Premier of the complications of Continental policy which have to be taken into account, so his words must be taken as of grave import.

We now come to consider the matter of cruisers, of which we are told on very high authority that we are about too short, should a European war break out. The Navy League has time and again fired broadsides of double shotted guns at authority, on this extremely urgent need of the Navy, happily with some effect, for we hear of more cruisers being laid down with despatch and the League will doubtless get ready to use the ram if the necessity arises. It must be kept in mind that our count of cruisers required is settled by the trade and extent of trade routes which our cruisers will have to protect in war time, besides leaving a sufficient number for our Admirals in command, as the eyes of their fleets. Nelson's pathetic cry for "more frigates," should be engraved on the wal's of the Admiralty and never lost sight of. There is a tendency to think that our supply of cruisers should be governed by the number possessed by other Powers; this, though true as regards battle-ships, is not so with regard to cruisers.

There is also a tendency on the part of our politicians to think that all auxiliary vessels required for a modern Fleet can be improvised from our Mercantile Marine, seeing we did so well in transporting our 20,000 fighting men to South Africa without a serious hitch, more than the loss of a few horses which was due to the Admiralty thinking they knew better than people who had made the traffic a business for years with great success. That is a particularly British mistake which apparently no experience can get over, and occurs with variations in every war we engage in.

The feat of our Mercantile Marine was certainly a splendid performance, but there were no enemy's fleets to contend with, for our bull dog's were ready and our backs were up, but it is a fact that we are to-day without an organized fleet of swift colliers able to keep their place with our fleets of battle-ships and fitted for expeditious coaling at sea, for apparently the day of oil fuel, which would simplify matters, is not yet. The question of coaling at sea has not been thought out yet. We have no repairing ships of any account to accompany a fleet, and these cannot be improvised offhand with all the modern appliances required; we have no properly fitted ammunition ships, or store ships fitted with cold storage for the supply of our officers and men with fresh provisions; for in a naval war, our ships would have to keep the sea at all hazards, perhaps for months, and to keep men in fighting trim they must be fed on the best, and our men are far too precious to risk any outbreak of scurvy taking place among them. In a small Arctic expedition with few men, the prevention of scurvy can be managed with a modern outfit, but it is not so easy a matter with say 790 men under war conditions. I learned of a certain cure for scurvy from the Russian officers in Saghalien which may be worth mentioning; it is a small bulb which grows wild on some of the islands, especially on an island called Shantar and is known as "Shirum Sha." The whalers in the Okhotsk Sea consider it a certain cure and always use it, as do the natives all over the Amoor districts.

The policy of our Admiralty in stopping the construction of torpedo boat destroyers, because there are big improvements in the air in the matter of turbine propellers, reminds one of the story of the man who drained the water off his fish pond, because it was going to rain and he wanted clean water; he got it after a time, but in the interval the poor fish all died. For them any kind of water would have been better than none, so with us and the t. b. destroyers. We know our men are ready to go to sea in washing tubs if need be, and they have proved their grit in West Africa, South Africa, and elsewhere quite recently, and as fighting men they cannot be surpassed. Are we then to refrain from providing them with the best procurable appliances, over a question of petty economy, or because some one has invented something that may or may not in time cause a revolution in existing practise? There can be no doubt as to the answer the country will give to such a question, for the people have the widows and the orphans of those who have fallen among them, and the Reaper has not spared the household of our late Queen, her nobles, or her subjects who live in cottages and work for daily wage. Increased taxation is a hard matter for the people, but existence with taxation is better than to endure a ruinous defeat; and talking of taxation it is satisfactory to have declarations from our leading statesmen that the wealth of the Orange River Colony, and the Transvaal, is to be made to contribute to the coast of the war which they so wantonly provoked.

There is another need of the Navy which will have to be attended to if we are to hold our own in the race of the nations for sea power, that is that the machinery in our Royal Dockyards is like the "*Warrior*" and her sister ships, old and obsolete, and must be renewed. Perhaps in this lie some of the causes of Mr. Goschen's failure to get ships built quickly enough, it certainly was not the fault of private ship-builders, who to live at all, must keep their yards up to date, or see their business go to others. The French Admiralty have recently succeeded in getting large sums voted to replace the obsolete machinery in their Dockyards and we *must* follow suit. The Admiralty should strike while the iron is hot, and while they are about it, they should put the Engineers of the Navy on a footing satisfactory to themselves and the country, doling out concessions piecemeal under compulsion is not dignified, and unredressed grievances impair efficiency all round. The Engineers are necessary and we cannot possibly do without them, so they must be considered and made contented. This rough and ready way of putting the case, may not commend itself to "My Lords," but if they do not act, depend upon it the powerful Engineer class in the country, will take it out of the Government at the polls, sooner or later. That they have not done it at the election just over, can only be set down to their patriotism, and therefore to their credit.

It is to be hoped that the time is drawing nearer when the Empire will be provided with machinery for the supreme administrative control, over all resources under its flag, and that a world state like ours, should be so wholly dependent on a single island for the production and supply of all things requifed for its security in war is a matter that must soon engage the attention of our statemen, for it is a most serious disadvantage to us as an Empire. And here I wish to read a letter written to the *Times* by the Navy League,

WAR FLEETS ON A WAR FOOTING.

To the Editor of the *Times*.

Sir,—Criticisms of the Navy League manifesto on the needs of the Navy have dealt mainly with questions of taste, of style, or of detail. The executive committee of the Navy League, on the appointment of a new First Lord of the Admiralty, desire to concentrate public opinion on two points of principle—namely,

(1) The necessity of reconsidering the standard (which is not now attained) of simple equality with the navies of any two foreign Powers; and

(2) The necessity for placing and maintaining our two main fighting fleets on a war footing.

Patriotic considerations prevent the Navy League from publishing evidence in its possession which shows how sadly we want strong men in the Government who appreciate the fact that efficiency and empire are indissoluble, and that if the Empire is upheld it will be by the historic policy of efficient fleets; not by a policy of Morris tubes placed in the hands of myopic townsmen dependent for food and work on sea-borne trade.

The present condition of the sea power which Britain theoretically possesses is akin to that of her presumed military predominance in the Cape Colony before the Boer war broke out. The Government were told the truth both by the responsible general on the spot and the responsible general at home. The truth was unpalatable. Nevertheless the despotism of facts required the mobilization of the Empire soon after these warnings had been neglected. A naval Colenso, Magersfontein, or Stormberg would be irretrievable. No mobilization of the Empire, no maritime Roberts, no drafts of material, purchases of ships, or frantic outlay could retrieve a disaster to our fleet of battleships. Time would not permit. Means do not exist. In South Africa more men who could shoot and ride, more mules and rifles, more traction engines, more guns and stores were available. We cannot improvise one destroyer nor buy the missing cruisers and battleships when they are wanted. The lesson to be drawn from the parallel, therefore, is that naval war differs from war on land by its quality of suddenness, the irreparable character of fleet disaster, and the permanent results of victory. The quality of suddenness makes all the difference. Landsmen accustomed to view our naval unreadiness with a quiet mind, because preliminary failure and privileged muddle are characteristic of our race and have generally been overcome in our land wars, unwarrantably presume on the conditions prevailing in war on land to dispense with essentials of success for war at sea.

It is this element of suddenness that necessitates our two great fleets being maintained on a war footing. The Navy League reveal no official secrets when they state that our Mediterranean and Channel fleets are dangerously deficient in essentials—namely, in cruisers, destroyers, and auxiliaries. The vessels laid up at Portsmouth, Devonport, and Chatham will be hastily commissioned when war breaks out, but these vessels when mobilized are not efficient. What a burden to throw on an admiral, suddenly to pitchfork on him a mass of crude material at the moment when his time and his energy are required not for drill, but for war, not for educating captains and training fleets to act together, but for striking the blow that shall save or lose the Empire!

The two great reforms, accordingly, which the Navy League urges on the nation are that the two principal fleets should be made ready for war, and that our strategy should be adjusted to our national policy. That is the pith of the whole matter. The style of the Navy League manifestoes may be detestable. The candid friend seldom charms by his style. Their facts are, unfortunately, indisputable. They decline to be drawn into discussing details or technicalities because their duty is to press the undeniable requirement of the Empire at the present time, which is that the Mediterranean and Channel fleets should be kept ready for war in every detail. It is criminal folly not to do so. When war breaks out there will be no time for mobilized ships and hired auxiliaries to be brought into play. The vital blow would already have been struck. If the enemy had not struck the blow we ought to have struck it. It is no secret that French naval strategy to-day has broken with the defensive traditions of the past. Their fighting scheme is based on taking the offensive. Measures have already been adopted which indicate and emphasize this fact. These measures have been publicly proclaimed by their chief naval authorities as their one chance of success against England—namely, to catch us unprepared.

More important even than the building programme, neglected for five years by refusal to face facts, is the necessity for placing the fleets we have on a war footing. It is not right that the admiral in command of the Mediterranean fleet should be obliged to use battleships as cruisers. This has been done in the past month. To deprive the Mediterranean fleet of necessary cruisers, destroyers, and auxiliaries is a blow at the heart of the Empire struck by those responsible for its protection.

The Navy League invites the Government to publish the opinion of any admiral now in command of a fleet in contradiction of the views thus put forth,

By order of Navy League,
H. SEYMOUR TROWER, Chairman,
WM. CAIUS CRUTCHLEY, Secretary.
November 21.

THE RUSSIAN FLEET IN THE FAR EAST.

(*From Our Own Correspondent.*)

ST. PETERSBURG, November 4th.

The following particulars are given of Russia's present and prospective naval strength in the Pacific. "The latest reinforcement of the Russian Pacific squadron now on the way to the Far East consists of the new battleships *Poltava* and *Sevastopol* and five torpedo-boats, with together 72 officers 1,527 men, and 138 guns, mostly quick-firing pieces of various calibres. Another addition shortly to be made to Russia's naval display in Far Eastern waters will comprise the battleship *Peresviet*, the first-class cruisers *Gromoboy*, *Pallada*, and *Vaiag*, the torpedo transports *Amur* and *Yenissei*, and five more torpedo boats, with altogether 143 officers and 3,206 men, and a total of 262 guns of different calibres and systems. When all these vessels shall have arrived in the Far East, Russia's Pacific squadron will present the somewhat imposing total force of six big ironclads, nine first and two second class cruisers, seven ocean-going gunboats, two torpedo cruisers, two torpedo transports, and ten torpedo-boats—together 38 vessels, with 962 guns, 550 officers, and 11,534 men." *Times*.

Passive defence is no good for us, we must be prepared to strike like a thunder-bolt whenever the necessity arises, for if one of her colonies were attacked, the mother country will now be under the absolute obligation to spend her last man and last penny in its defence.

We are ourselves rather astonished at what we have done in the South African business in the way of embarkation and transport. The dormant resources of the Empire are infinite, what we require is constitutional power and machinery to call them out as a mobile force when required. Think what a force we possess for intelligence purposes in our Mercantile Marine, if only

organized for use in war time. Try to realize the latent power of our Navy, the all pervading, mysterious effect of which enabled the soldiers of the Queen with all their supplies to cross 7,000 miles of sea unmolested, and do their work on the kopjes and drifts of South Africa. We must maintain that effect. The sea is the British heritage and on its wide bosom our Empire has been won. Here in this Colony we sleep secure because of our sea power. Should we not one and all do everything possible to convince our countrymen, that of all things they must never neglect *The needs of the Navy.*

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Benjamin, Mr. S. S.
Bewley, Capt.
Bonnar, Mr. J. W. C.
Brown, Colonel F.
Collard, Col.
Comrie, Mr. A. F.
Crookenden, Col.
Dann, Mr. G. H.
Dykes, Capt. and Mrs., R.A.
Ezekiel, Mr. J. S.
Forbes, Mr. Andrew
Fraser, Colonel A. R.
Graham, Mr. D. M.
Griffin, Major W. W., R.A.
Harston, Dr. and Mrs. G. M.
Hays, Mr. J.
Hughes, Col. G. A.
Jeffries, Mr. H. U.
Layton, Mr. B.
Lee, Mr. J. E.
Mackie, Mr. C. Gordon
Martin, Mr. R.
McCarthy, Mrs., and child
Miller, Mr. and Mrs.
Mitchell, Mr. R.
Newall, Mr. Stuart G.
Oakley, Mr. H. E.
Oakley, Miss
O'Gorman, Col. The
O'Gorman, Madam
Oppenheim, Mr. J.
Pollock, Mr. H. E.
Prynne, Capt., R.A.M.C.
Rouse, Mr. A. B.
Sabater, Mr. J.
Scott, Capt. Percy, C.B.
Scott, Mrs. Percy
Seaman, Mr. J. F.
Shellim, Mr. Edward
Shepherd, Mr. E. B.
Sheppard, Mr. Percy
Sinclair, Mr. A.
Tomlin, Mr. G. L.
Wheeler, Col.
Wheeler, Mr. H. B.

CRAIGIEBURN.

Anderson, Mr. Jas.
Binder, Mr. Gustav
Callaghan, Capt.
Canton, Staff-Surg. H.
Canton, Mrs.
Clarke, Capt. A. C., R.N.
Clarke, Mrs.
Crouch, Mr. J. W.
Hamilton, Lt.-Col. H.
Hamilton, Mrs.
Ross, Mr. John A.
Sharp, Mr. and Mrs. E. H.
Volpicelli, Consul

KOWLOON HOTEL.

Alexander, Mrs. H.
Leary, Lieut. C.
Lundholm, Capt.
Rust, Mr. H.
Thomson, Mr. & Mrs.
Wittmuss, Capt.
Warner, Paul

OPIUM QUOTATIONS.

Hongkong, 16th February.

New Patna .... $925 per chest.
New Benares .... 940 "
New Malwa .... 810 per picul.
Old Malwa .... 920/930 "
Persian Superior drug .... 825 "

The Share Market.

LATEST QUOTATIONS.

(February 16th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	355 % premium [buyers
The Bank of China & Japan, Limited... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited... (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$27 buyers
Do. Founders...	£ 1	$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$247½ buyers
China Traders' Ins. Co., Ld.	$ 25	$55 sellers
North China Ins. Co., Ld.	£25	Tls. 180 sellers
Yangtsze Ins. Assoc. Ld.	$ 60	$115 buyers
Canton Ins. Office, Ld.	$ 50	$150
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$315 sales
China Fire Ins. Co., Ld.	$ 20	$84 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$35½ sellers
Indo-China Steam Navigation Co., Ld.	£ 10	$118 sellers
China & Manila S.S. Co., Ld.	$ 50	$72
	$ 30	$41
Douglas Steamship Co., Ld.	$ 50	$46
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10	$20½ buyers
	$ 2½	$6½ buyers
"Shell" Transport & Trading Co., Ld.	£ 1	£3.5.0 sales
Refineries.		
China Sugar Refining Co., Ld.	$100	$124 buyers
Luzon Sugar Refining Co., Ld.	$100	$40 sellers
Mining.		
Punjom Mining Co., Ld.	$ 8	$3½
Punjom Mining Preference Shares	$ 1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$315 sellers
Queen Mines, Ld.	25 cts.	7 cents
Jelebu Mining and Trading Co., Ld.	$ 5	$6 sellers
Raub A'lian Gold Mining Co., Ld.	17s. 10d.	$38 sellers
Olivers Freehold Mines, Ld. A	$ 5	$2.30 sellers
Olivers Freehold Mines, Ld. B	$ 5	$1½ sellers
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	5 cents
Do. (Preference)	$ 1	40 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	650 % premium [sellers
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$94 sellers
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$63 buyers
New Amoy Dock Co., Ld.	$ 6¼	$22½ buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9½ sellers
Hongkong Land Investment & Agency Co., Ld.	$100	$195 sellers
Kowloon Land and Building Co., Ld.	$ 30	$27 buyers
West Point Building Co., Ld.	$ 50	$50 sellers
H'kong Hotel Co., Ld.	$ 50	$124 sellers
Oriente Hotel Co., Ld.	$ 50	$80 sellers
Humphrey's Estate & Finance Co., Ld.	$ 10	$12½ sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$15
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 50
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 65
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 50
Cigar Companies.		
Albambra, Limited	$500	200 % premium
La Comercial, Ld.	$500	80 % premium
Hensiana Limited	$100	5 % premium
La Favorita	$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$20 sales
China-Borneo Co., Ld.	$ 15	$33
A. S. Watson & Co., Limited	$ 10	$16 buyers
Watkins, Limited	$ 10	$12½ sales
Hongkong Electric Co., Limited	$ 10	$12½ sellers
Hongkong Electric Co., Limited	$ 5	$6½ sales
Hongkong and China Gas Co., Ld.	£ 10	$118 buyers
Hongkong Rope Manufacturing Co., Ld.	$ 50	$167½ sales
Geo. Fenwick & Co., Ld.	$ 25	$59 sellers
H'kong Ice Co., Ld.	$ 25	$165 ex div.
H'kong High-Level Tramways Co., Ld.	$100	$200 sales and buyers
Dairy Farm Co., Ld.	$ 6	$7½ sales
Hongkong and China Bakery Co., Ld.	$ 50	$55
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1½ buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$8½ sales
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$3
Universal Trading Co., Ld.	$ 5	$5½ sellers
H.K. Steam Waterboat Co., Ld.	$ 5	$5
China Light & Power Co., Ld.	$ 20	$20

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

EXCHANGE.

Hongkong, 16th February.

ON LONDON, Telegraphic Transfer 2/0
" Bank Bills, on demand ... 2/0 1/16
" Credits, 4 months' sight 2/0 9/16
" D'ments, 4 months' sight 2/0 11/16
ON BERLIN, (demand) M.2.05¼
ON PARIS, Bank Bills, on demand 2.52¼
" Credits, 4 months' sight 2.58
ON NEW YORK, Bank Bills, on demand ... 48¾
" Credits, 30 days' sight 49¼
ON BOMBAY, Telegraphic Transfer 149¼
" On demand 150
ON SHANGHAI, Telegraphic Transfer 73
" Private 30 days' sight ...... nom.
ON YOKOHAMA, T.T. .... 1½ % pm.
Sovereigns, Bank's Buying Rate $10.03
Gold Leaf 100 touch, per tael 51.70
Bar Silver 28¼
Dollars .... nom.

VESSELS IN PORT.

Steamers.

AMIGO, German steamer, 772, J. Bendixen, 14th Feb.,—Saigon 9th Feb., Rice.—Jebsen & Co.

BABELSBERG, German steamer, 1,320, A. Beeckmann, 13th Feb.,—Canton 12th Feb., General.—E. & A. S. S. Co.

COWRIE, British steamer, 1,235, Davis, 15th Feb.,—Nororosisk 8th Dec., and Singapore 4th Feb., Kerosine.—Arnhold, Karberg & Co.

DECIMA, German steamer, 794, C. Christensen, 15th Feb.,—Saigon 10th Feb., Rice.—Siemssen & Co.

DIAMANTE, British steamer, 1,255, A. Ramsay, 11th Feb.,—Manila 8th Feb., Sugar.—Shewan, Tomes & Co.

ELSA, German steamer, 1,702, Schönwandt, 13th Feb.,—Hongay 10th Feb., Coal.—Jebsen & Co.

FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan.,—Moji 30th Dec., Coal.—Mitsui Bussan Kaisha.

GLAUCUS, British steamer, 3,597, Barwise, 15th Feb.,—Moji 11th Feb., General.—Butterfield & Swire.

HOLSTEIN, German steamer, 985, M. Ipland, 7th Feb.,—Saigon 4th Feb., Rice.—Jebsen & Co.

HONGKONG, French steamer, 732, Pannier, 15th Feb.,—Haiphong and Hoihow 14th Feb., General.—A. R. Marty.

HUE, French steamer, 705, G. Godinan, 3rd Feb.,—Haiphong and Hoihow 2nd Feb., General.—A. R. Marty.

LOKSANG, British steamer, 987, Leask, 12th Feb.,—Bangkok 2nd Feb., Rice.—Jardine, Matheson & Co.

LOOSOK, British steamer, 1,012, J. B. Jackson, 12th Feb.,—Bangkok 1st Feb. and Swatow 11th, Rice and Teak Wood.—Butterfield & Swire.

LOYAL, German steamer, 1,237, Lorenzen, 4th January,—Saigon 1st Jan., Rice.—Sander, Wieler & Co.

MAUSANG, British steamer 1,643, R. Cox, 13th Feb.,—Sandakan 6th Feb., Timber.—Jardine, Matheson & Co.

MICHAEL JEBSEN, German steamer, 710, J. Jessen, 15th Feb.,—Haiphong 13th Feb., and Hoihow 14th, General.—Jebsen & Co.

NANYANG, German steamer, 983, Th. Lehmann, 23rd Jan.,—Mauritius 29th Dec., and Singapore 14th Jan., Sugar.—Siemssen & Co.

PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 11th February,—Siam 28th Jan., Rice.—Butterfield & Swire.

PHRA CHULA CHOM KLAO, British steamer, 1,012, E. E. McLellan, 14th Feb.,—Bangkok 5th Feb., Rice.—Butterfield & Swire.

SABINE RICKMERS, British steamer, 690, Nasbett, 1st Feb.,—Swatow 31st Jan., Ballast.—Arnhold, Karberg & Co.

SULTAN VON LANGKAT, Dutch steamer, 1,510, A. Blomberg, 13th Feb.,—Singapore 1st Feb., Oil.—Meyer & Co.

TACOMA, American steamer, 1,689, Andrew Dixon, 15th Feb.,—Tacoma, Wash. U.S.A. 14th Jan., General.—Dodwell & Co., Ld.

TAICHIOW, German str., 825, Reher, 9th Feb., —Bangkok 29th Jan., Timber.—Butterfield & Swire.

TAI FU, German steamer, 1,065, E. Schipper, 11th Feb.,—Saigon 7th Feb., Rice.—E. A. Trading Co.

TAKSANG, British steamer, 977, Baker, 11th Feb.,—Bangkok 5th Feb., General.—Jardine, Matheson & Co.

TAMBA MARU, Japanese steamer, 3,800, John W. Wale, 15th Feb.,—London 6th Jan., and Singapore 8th Feb., General.—Nippon Yusen Kaisha.

TATEGAMI MARU, Japanese steamer, 1,659, H. Sakamoto, 11th Feb.,—Moji 6th Feb., Coal.—Mitsui Bussan Kaisha.

TIGER, Norwegian steamer, 2,116, H. Wold, 12th Jan.,—Moji 6th Jan., Coal.—Mitsui Bussan Kaisha.

TYR, Norwegian steamer, 1,418, Gvam, 13th Feb.,—Shanghai 10th Feb., General.—E. A. T. Co.

VIENNA, British steamer, 2,653, A. McDougall, 31st Dec.,—Otaru (Japan) 21st Dec., Coal. —H. & H.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec.,—New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.

DUNDEE, British ship, 1,998, Hernnring, 14th Oct.,—New York 29th June, Kerosine Oil. —Standard Oil Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.

LOTHAIR, Italian bark, 972, Bozzo, 19th Jan., —from Callao, Ballast.—Order.

MOZAMBIQUE, British ship, 2,305, Robert Clerane, 14th Feb.,—New York 20th Sept., Kerosine.—Standard Oil Co.

NIUELLE, British 4-masted bark, 3,262, D. Steven, 6th Feb.,—New York 5th Sept., Kerosine Oil.—Standard Oil Co.

ST. PAUL, American ship, 1,824, Treat, 29th Jan.,—New York 9th Sept., Kerosine.—Standard Oil Co.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

WEST YORK, British bark, 706, Forster, 13th Jan.,—Rajang via Borneo and Sarawak 1st Jan., Timber.—Sam See Ching.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 16th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.

Arethusa, British cruiser, 3,400 tons, Capt. J. Startin, Hongkong.

Argonaut, British cruiser, 11,000 tons, 16,500 i.h.p., 16 6-inch q.f. guns, Capt. G. H. Cherry, R.N., Hongkong.

Astræa, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, C.B., Hongkong.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain C. J. S. Warrender, Shanghai.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Captain Henderson, left England, 17th January.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

Brisk, British gunboat, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bourchier Wrey, Bart., Hongkong.

Britomart, British gunboat, 710 tons, Comdr. P. Walter, Foochow.

Centurion, 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., en route Singapore.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai.

Dido, British 2nd-class cruiser, 550 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, en route Shanghai.

Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Woosung.

Goliath, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. J. U. Farie, Shanghai.

Hermione, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Isis, British cruiser, 5,650 tons, Capt. G. M. Henderson, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hankow.

Lizard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.

Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Hongkong.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Coode, en route Singapore.

Phœnix, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.

Robin British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, West River.

Rosario, British sloop, 980 tons, 6 guns, Com. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, Hongkong.

Snipe, British gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, en route Singapore.

Wallaroo, British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Nagasaki.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 661 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,757 tons, Capt. Andrew, Macao.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Captain S. N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Hongkong.

Post Office.

A Mail will close:—

For Canton—Per *Powah*, to-morrow, the 17th instant, at 9 A.M.

For Kumchuck and Samshui—Per *Tungkong*, to-morrow, the 17th instant, at 4 P.M.

For Saigon—Per *Decima*, on Monday, the 18th instant, at 9 A.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Monday, the 18th instant, at 11 A.M.

For Yokohama—Per *Else*, on Monday, the 18th instant, at 11 A.M.

For Shanghai—Per *Loksang*, on Monday, the 18th instant, at 11 A.M.

For Manila—Per *Diamante*, on Monday, the 18th instant, at 4 P.M.

For Touron and Quinhon—Per *Progress*, on Monday, the 18th instant, at 4 P.M.

For Kumchuck and Samshui—Per *Saikong*, on Monday, the 18th instant, at 4 P.M.

For Bangkok—Per *P. C. C. Klao*, on Monday, the 18th instant, at 5 P.M.

For Kumchuck and Samshui—Per *Tungkong*, on Tuesday, the 19th instant, at 4 P.M.

For Europe, &c., India, via Tuticorin—Per *Sachsen*, on Wednesday, the 20th instant, at 11 A.M.

For Kumchuck and Samshui—Per *Saikong*, on Wednesday, the 20th instant, at 4 P.M.

For Kumchuck and Samshui—Per *Tungkong*, on Thursday, the 21st inst., at 4 P.M.

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